

GRAIN DEALERS JOURNAL

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Vol. XLI No. 8

Chicago, Ill., U. S. A., October 25, 1918

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Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

AMARILLO, TEX.

Panhandle Gr. & Elvtr. Co., whsle. gr., fd. seeds.*
Plains Gr. Co., E. S. Blasdel, millet, cane, kafir.*

ATCHISON, KANS.

Blair Elevator Co., receivers & shippers.*

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Eppes, Wm. E., grain, hay, flour, produce.

ATLANTA, GA.

Gregg & Son, J., wholesale brokers, grain, hay.*

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Baltimore Pearl Hominy Co., corn pdts.*
Blackburn & Co., C. P., grain recvs., exporters.
Dennis & Co., grain merchants.*
English & Co., Chas., grain, hay.*
Fahey & Co., John T., gr'rs receivers & exprs.*
Hammond, Snyder & Co., Inc., receivers, exprs.*
Hax & Co., G. A., grain, hay, seeds.*
Lederer Bros., grain receivers.*
Manger & Co., J. A., grain, seeds, hay.*
Robinson & Jackson, gr. com. merchants.*
Wack & Co., Henry E., grain, hay, feeds.

BEAUMONT, TEX.

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Slick & Co., L. E., grain brokers.
Worth-Gyles Grain Co., cash and future grain.*

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Benzaquin, Matthew D., grain brokerage, com'n.*
Cressey, Fred L., hay, grain, bkg. com.
Jaquith, Parker, Smith & Co., wheat barley milo.
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Taft, R. C., grain broker.

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Electric Grain Elvtr. Co., consignments.*
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Irwin, Dudley M., barley.*
Pratt & Co., receivers, shippers of grain.*
Taylor & Bourne Co., receivers and shippers.*
Urmston Grain Co., grain commission.*

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Hastings-Stout Co., grain and hay.
Magee-Lynch Grain Co., grain.*
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Gifford-Matthews Co., grain and grain pdts.*

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Armour Grain Co., grain buyers.*
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Brennan & Co., John E., grain com'isn mchts.
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Dole & Co., J. H., grain and seeds.*
Freeman & Co., Henry H., grain, hay, straw.
Gerstenberg & Co., commission merchants.*
Hales & Edwards Co., grain merchants.*
Harvey Grain Co., corn and oats.*
Hitch & Carder, commission merchants.
Hoit & Co., Lowell, commission, grain and seeds.
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Lipsey & Co., grain commission.*
Logan & Bryan, options, cash grain.*
Lowitz & Co., E., grain commission.*
McKenna & Rodgers, commission merchants.*
Mumford & Co., W. R., grain, hay, millstuffs.*
Norris Grain Co., grain merchants.*
Paynter, H. M., grain and field seeds.
Perrine & Co., W. H., grain and commission.*
Press & Co., W. G., grain, provisions, stocks, etc.
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Rosenbaum Bros., receivers, shippers.*
Rothchild Co., D., receivers & shippers.*
Rumsey & Company, grain commission.*
Sawers Grain Co., grain commission.*
Schifflin & Co., P. H., commission.*

CHICAGO (Continued).

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Simons, Day & Co., grain merchants.
Somers, Jones & Co., grain and field seeds.*
Thayer & Co., C. H., receivers-shippers.*
Ware & Leland, grain and seeds.*

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Early & Daniel Co., grain, hay, feed.*
Perrin Bros., want corn.*
Mutual Commission Co., hay, grain and feed.*

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Lake Shore Elvtr. Co., grain and feed.*
Sheets Elevator Co., The, grain, hay, straw.*
Shepard, Clark & Co., grain merchants.*
Star Elvtr. Co., receivers, grain, hay, straw.*
Strauss & Co., H. M., recvs., shps., hay & grain.*
Union Elevator Co., The, grain and hay.*

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Stagner Bros., recvs.-shps. grn., hay, c. s. prod.

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Crescent Flour Mills, The, wheat, corn, oats.*
Denver Elevator. We buy & sell grain & beans.*
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Kellogg Gr. Co., O. M., recvs. & shps.*
O'Donnell Grain Co., wholesale grain.*
Summit Grn' & Coal Co., wh't, corn, oats, rye, bly.*
Thompson Merc. Co., The W. F., wholesale hay.

DETROIT, MICH.

Board of Trade Members.
Carson & Co., H. C., corn, oats, rye.*
Caughey-Jossman Co., grain & seeds.*
Dumont, Roberts & Co., receivers, shippers.*
Huston, C. R., gr., hay consigns. a specialty.*
Lichtenberg, S. O., oats, corn, hay, straw.
Simmons & Co., F. J., grain & hay.*

FORT WORTH, TEX.

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Dorsey Grain Co., receivers, shippers.

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Frank & Co., William, grain brokers

GREAT FALLS, MONTANA.

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GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.*

HASTINGS, NEBR.

Elder, Fred W., whsle. grain, hay, mill pdts.*
Koehler-Twidaile Elevator Co., grain dealers.*
Stockham Grain Co., E., whole grain & feed.*

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Gulf Grain Co., grain, hay, millfeed.*

HUTCHINSON, KAN.

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Board of Trade Members.
Belt Elvtr. & Feed Co., receivers and shippers.
Bingham-Hewett-Scholl Co., grain merchants.*
Boyd Grain Co., Bert A., strictly brkg. & com.
Hayward-Rich Grain Co., grain commission.
Heinmiller Grain Co., receivers and shippers.
Hoosier Grain Co., consignments only.
Kinney Grain Co., H. E., receiver and shipper.*
Lowitz & Co., E., grain commission.*
McCardle-Black Co., grain merchants.
Minor, B. B., grain consignments solicited.
Montgomery & Tompkins, receivers and shippers.
Shotwell & Co., C. A., commission, bkg.
Urmston Grain Co., receivers & shippers.*
Witt, Frank A., grain commission & brokerage.*

JACKSON, MICH.

Stockbridge Elvtr., trk. buyers, slrs., gr. & sds.

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Armour Grain Co., grain buyers.*
Aylsworth Grain Co., receivers, shippers.*
Beyer Grain Co., consignments & mill orders.
Bruce Bros. Grain Co., consignments.

KANSAS CITY, MO. (Continued).

Christopher & Co., B. C., kafir, feterita, milo.*
Croydsdale Grain Co., grain commission.
Davis Grain Co., A. C., grain commission.
Denton Kuhn Gr. Co., consignments.*
Ernst-Davis Grain Co., commission.*
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Hinds Grain Co., The, receivers, shippers.*
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Root Grain Co., consignments and futures.*
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Gould Grain Co., receivers & shippers.*
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Van Dusen-Harrington Co., grain merchants.*
Woodward-Newhouse Co., grain merchants.*
Zimmerman, Otto A., barley & oats my spec'ty.*

The GRAIN DEALERS JOURNAL.

[Incorporated]

Vol. XLI. No. 8.

Chicago, Ill., U. S. A., October 25, 1918

PRICE \$1.55 PER YEAR
TEN CENTS PER COPY

Published on the 10th and 25th of each month in the interest of progressive grain and seed wholesalers.
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Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

NEWARK, N. J.

Smith & Wallace Co., J. C., receivers, shippers.

NEW ORLEANS, LA.

Steele Co., The J. H. W., gr. frt. brok. & forwdr.

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Trans-Mississippi Grain Co., recvs. & shpns.*
United Grain Co., grain commission.
Updike Grain Co., consignments.*

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Cole Grain Co., Geo. W., grain com. mchts.*
Conover Grain Co., E. B., grain commission.*
Consumers Grain Co., grain receivers.*
Dewey & Sons, W. W., grain commission.*
Feitman Grain Co., C. H., grain commission.*
Grier & Co., T. A., grain commission.*
Harwood-Young Co., grain commission.

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HAVING YOUR name in this Directory will introduce you to many old and new firms during the year, whom you do not know or could not meet in any other way. Many new concerns are looking for connections, seeking an outlet or an inlet, possibly in your territory. It is certain that they turn to this recognized Directory, and act upon the suggestions it gives them.

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GRAIN DEALERS JOURNAL, CHICAGO

THE GEIGER GRAIN CO.
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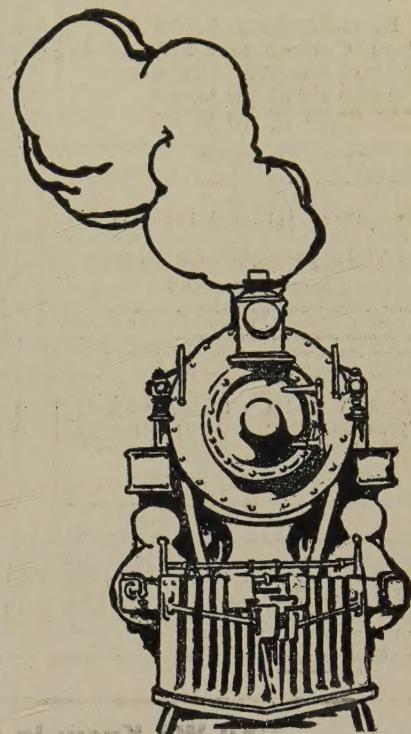
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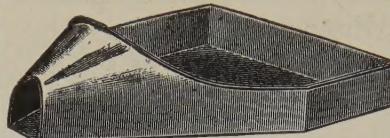
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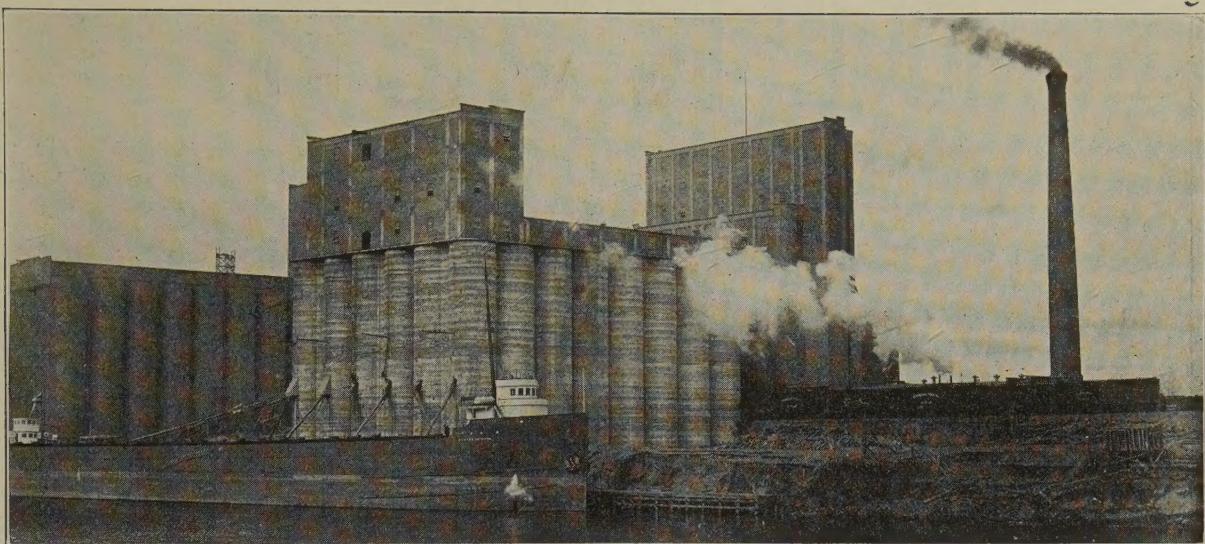
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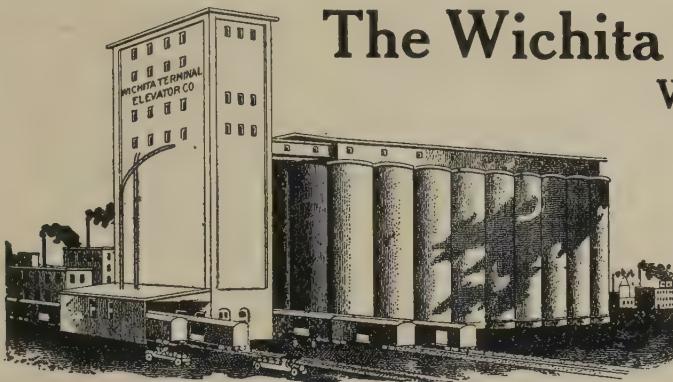
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**Grain Receiving
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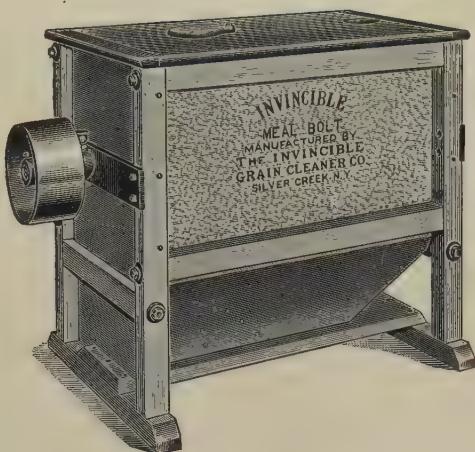
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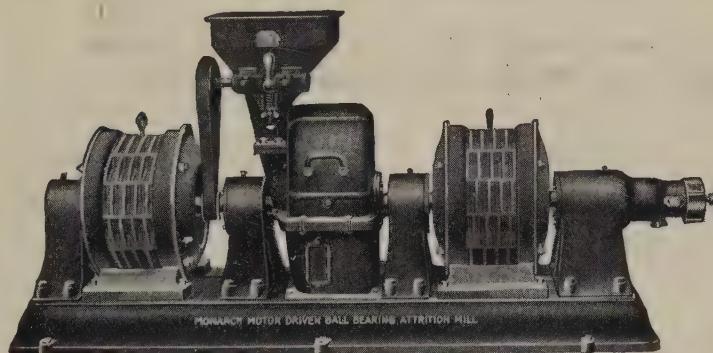


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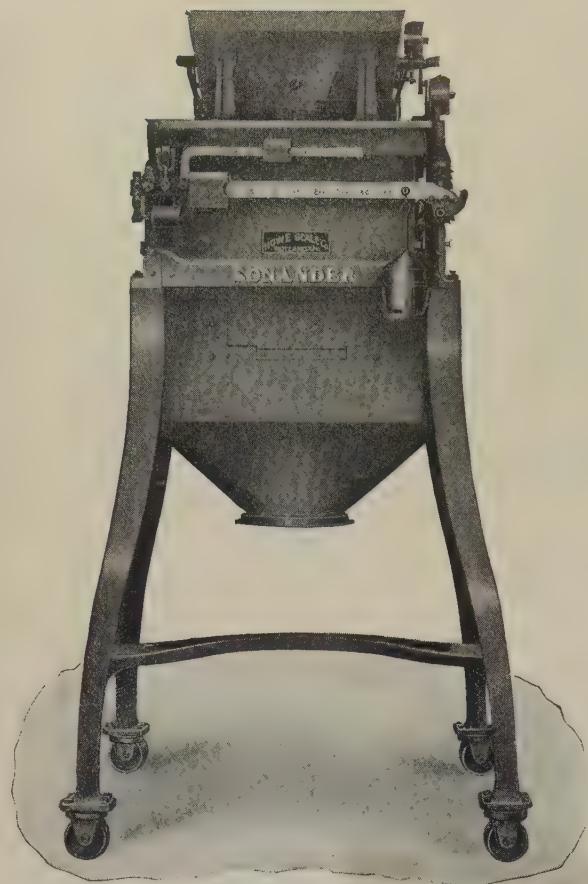
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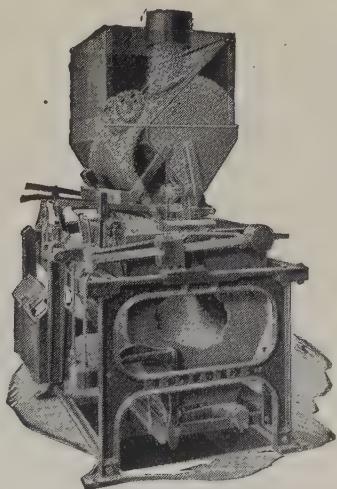
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Have the accuracy, capacity, simplicity and ease of operation that characterize the Howe standard. Adaptable to all kinds of grain and field seeds, cereals and feeds, accommodating a wide range of different size bags, and automatically closing when correct weight has been registered. "Ask the man who owns one" by sending for batch of testimonials. These scales are a success wherever introduced, and the measure of satisfaction they give is bringing new business right along.

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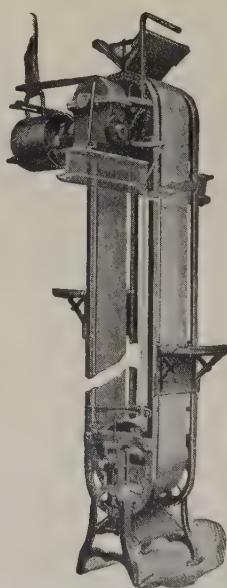


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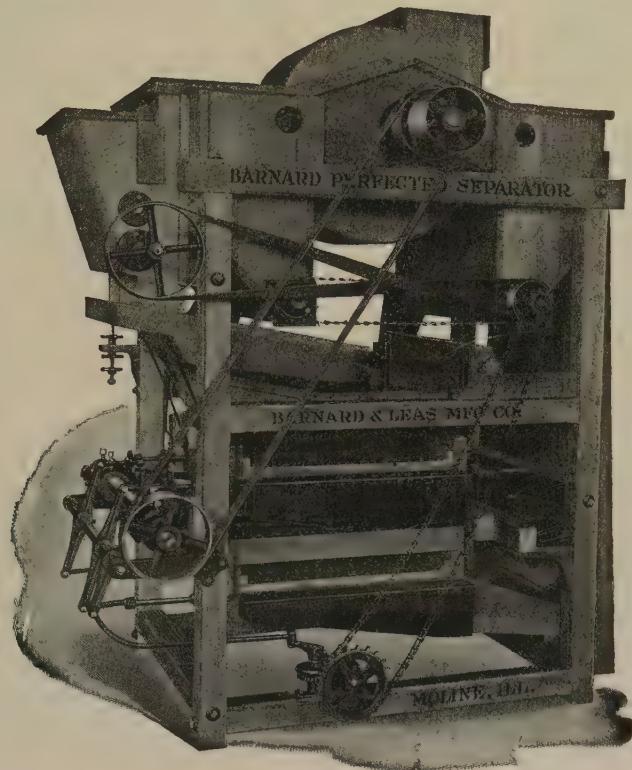
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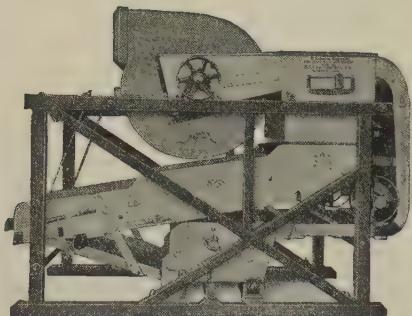
This is a five sieve, automatic separator, consisting of an upper end-shake scalping sieve and four lower side-shake main sieves, four cockle or sand sieves and traveling brushes underneath—not on top of sieves.

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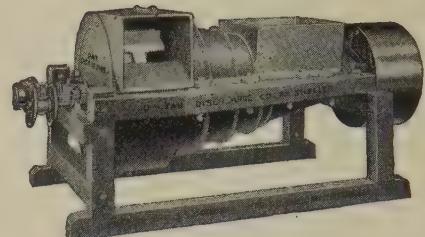
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Ball bearings. Easily operated. Strong and durable. Equipped with either Manilla or Steel Cable Hoisting rope.



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Costs no more than the imitations. Money and time saved when repairs are needed. Only a wrench and the new casting necessary.

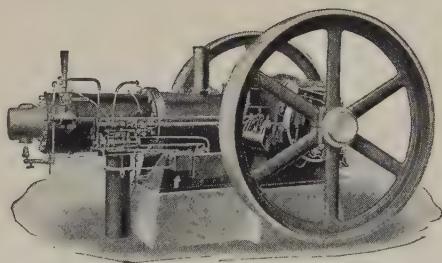
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No excuse for cracked corn when you use the U. S. Corn Sheller.

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Give more power for the same money, which means the lowest possible cost of operation.

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USED BY
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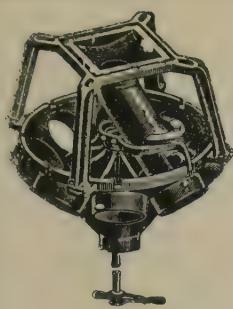


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It is installed in over 8,000 elevators, flour mills, grain inspection departments, boards of trade, and the U. S. Grain Standardization Department. We guarantee not a kernel of oats left in the sample and not a kernel of wheat lost with the oats. Write for illustrated literature descriptive of this tester.

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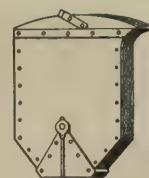
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Special Scales for Special Purposes

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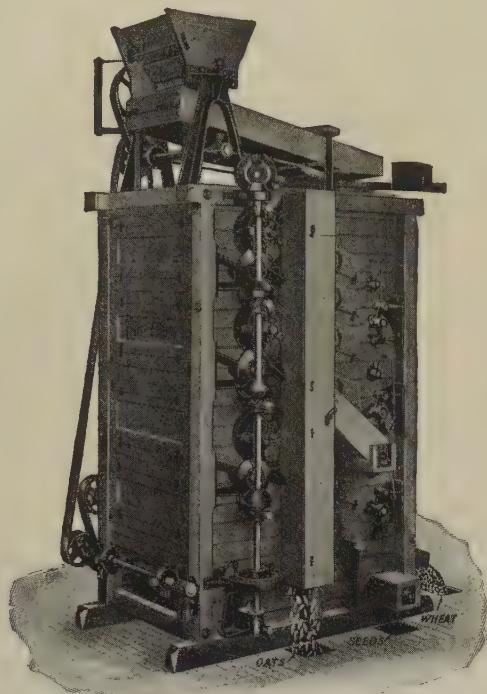
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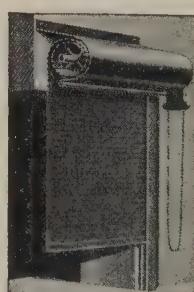
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MORRIS GRAIN DRIER

is positive and AUTOMATIC in operation. The gates have wide openings and operate INTERMITTENTLY.

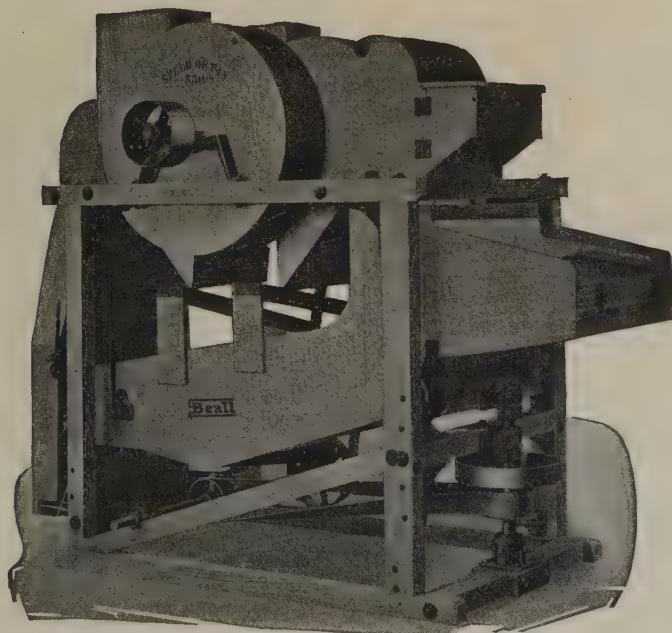
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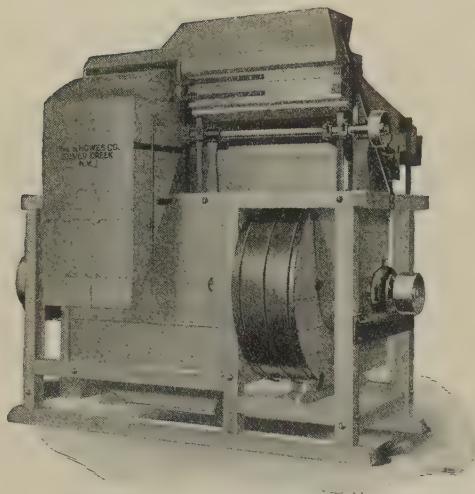
A splendidly balanced, smooth-running machine that pays a good profit wherever used, cleaning grain evenly and thoroughly with two independent fans.

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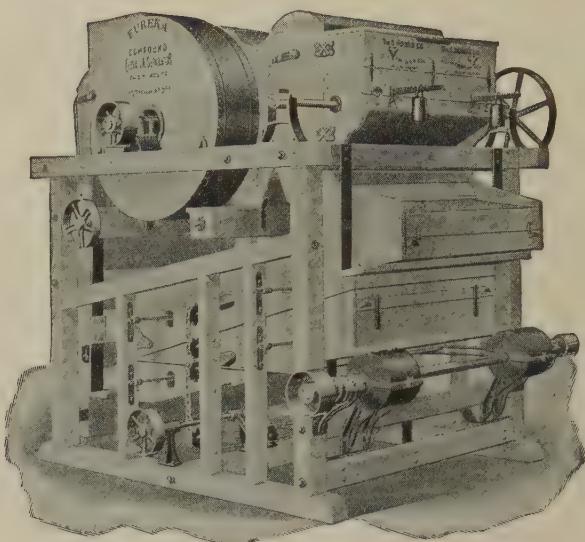
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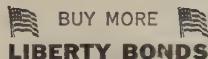
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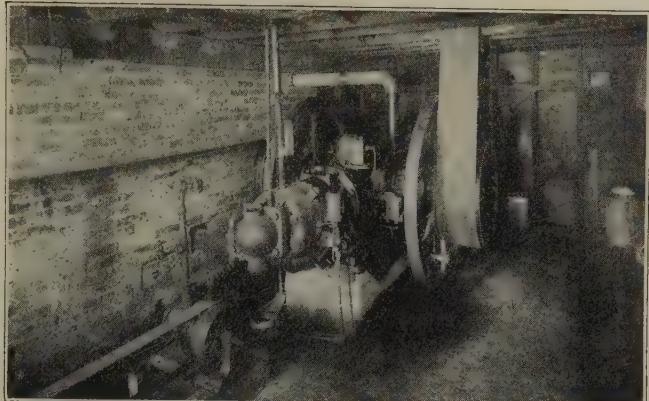
GRAIN DEALERS JOURNAL
305 So. La Salle St. Chicago, Ill.

“thereby saving the cost of one man”

—“has given us the best of service”—“fuel consumption is very small”—“well constructed and economical”—he says “It's a pleasure to recommend”

FAIRBANKS-MORSE “Y” OIL ENGINES

--sizes from 10 to 200 H. P.--for your work



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WINDFALL, INDIANA 9/16/1916.

Fairbanks Morse Co.,
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months ago in our Nevada, Indiana, Elevator, wish to advise
that this Machine has given us the best of service and
we have had no trouble with it whatever.

It's fuel consumption is very small
and the men that takes care of the Engine also does the
work of one man in the Elevator, thereby saving the cost
of one man.

It is a pleasure to us to recommend
the above “Type” as it certainly is a well constructed
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Yours very truly,

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For *L. H. G. B.*
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Grain, Money, Time, Labor

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YOU have thrown away hundreds of dollars in grain spouts because of small holes. 98% of these spouts were still good. When small holes wear in the Kewanee, you don't have to throw away the spout. Just slip in new bottoms at a few cents each. Each section will outwear dozens of bottoms.

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Write for list and circulars

MATTOON GRAIN CONVEYOR CO., Mattoon, Ill.



It does not mill or crack the grain; fills cars to full capacity; strong, durable, requires no attention after starting. Cools and dries the grain as it passes through the air.

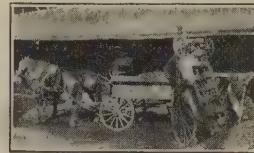
Big Business is Just Ahead of You—

Unusual Demand for Coal Handling Machinery
A Good Business Barometer

Are your facilities adequate for handling your present tonnage—and More Business too?

Let us show you a way to reduce your Handling Cost, increase daily deliveries and better your service.

G-W
Wagon
Loaders
Solves the
Loading
Problem
Send for
Catalog 16G.



GIFFORD-WOOD CO.

Chicago Office: 565 W. Washington Street
Works: Hudson, N. Y.

Have a Capable Feed Department

There is no better source of profit for an elevator than a feed department that is properly conducted. The extent of the profit depends, first, on the feed mill which must be able to turn out good quality grinding at the lowest possible cost; second, the persuasive powers of the elevator man to interest his patrons in his product.

If you are backed up by a good feed mill your persuasive powers will not be lacking.

You know what feed mill to install? Write and ask us.

J. B. EHRSAM & SONS MFG. CO.
ENTERPRISE, KANSAS

THE ROBERTS ALFALFA MILL

When fitted with baled hay attachment will grind baled hay as readily as loose hay without the operator breaking the bales.

The Roberts Packers are especially designed for alfalfa meal, easily operated and do not tear the bags.

Maximum capacity with minimum power.

Write for catalog and descriptive matter.

THE ROBERTS MILL & MACHINERY COMPANY
1725-31 Blake Street, DENVER, COLORADO

**Save Time
Labor and
Costly
Mistakes**

The old-fashioned paper and pencil method, use of cumbersome and out-of-date grain tables in computing the cost of different quantities of grain or in reducing pounds to bushels is being rapidly replaced by

**CLARK'S DECIMAL
GRAIN VALUES**

The tables show the cost of any quantity of grain at any possible market price, and the reduction of pounds to bushels all on the same page.

Values are shown directly from the pounds without reducing to bushels.

Quantities are shown in red figures, values in black, and price given at the top and bottom of each page.

Three minutes explanatory use, means a continuous service.

Will stand the wear and tear.

Time saved in a month pays initial expense.

Table contains oat values, 32 lbs., 10 to 79 cents per bushel; corn, rye and flaxseed values, 56 lbs., 10 cents to \$1.09 per bushel; wheat, clover, peas and potato values, 60 lbs., 30 cents to \$1.59 per bushel; and barley and buckwheat values, 48 lbs., 20 cents to \$1.49 per bushel.

**FINEST THING IN THE
WORLD FOR**

Checking accounts or reports.

Monthly inventory.

Station report checking.

Daily grain computations.

At any time where speed and accuracy are desired.

Before "the rush" comes—now's the time to order yours. Send \$5 for table bound in art canvas, printed on 80-lb. book paper, or \$6 for one printed on heavy linen ledger paper, bound in cloth, half leather.

Grain Dealers Journal
315 South La Salle Street,
CHICAGO, ILL.

LAST WINTER

Had Its Problems

The lack of coal in our nation's factories caused either complete shutdowns or serious delays on urgent orders. It was then, that plant-owners realized that central station power would have assured much better operating conditions.

First: The wide use of central station power reduces the number of points to which coal must be distributed. Thus, power is not only guaranteed to the average user, but the expense of an individual power plant is eliminated and there results a saving of freight cars and fuel that will help win the war.

Second: Central stations, specializing in power production, and possessing larger and more efficient generating equipment, can supply power cheaper than the average user can produce it. To the progressive manufacturer who conducts his business on the principle that quantity production decreases costs, what truth could be more evident? Employment of the electric drive means

LESS WORRY ABOUT COAL PILES

Those advantages to be gained through electrification can best be guarded and maintained with the use of rugged, lasting and always dependable

WESTINGHOUSE APPARATUS

Westinghouse flour mill experts will be glad to consult with you.

WESTINGHOUSE ELECTRIC & MFG. CO.

East Pittsburgh, Pa.



Westinghouse Motors driving distributing belts in the Pillsbury Flour Mills.

Westinghouse

ACCOUNT BOOKS FOR GRAIN DEALERS

COMPLETE SET FOR \$5.00

A GRAIN RECEIVING BOOK (No. 12 AA).

Grain Register is designed to facilitate keeping a record of weights and number of bushels in wagon loads of grain received. Each page is 8½ x 14 inches, and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount and Remarks.

Each page has spaces for 40 wagon loads and each book has 100 pages or spaces for records of 4,000 loads. The book is well printed and ruled on ledger paper, and substantially bound in full heavy canvas covers. Weighs 2½ lbs.

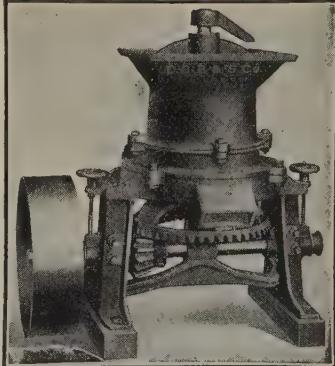
A GRAIN SHIPPING BOOK (No. 14 AA).

Sales, Shipments and Returns is designed to facilitate recording sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10½ x 16½ inches, used double. The left-hand pages are ruled for information regarding Sales and Shipments; the right-hand pages for Returns. Under Sales the column headings are Date, Amount Sold, Price, Grain, Terms. Under Shipments are Date, Car Number and Initial. Under Weights in Bushels, Grade, Route, Rate. Under Returns are Destination, Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

The book contains 76 double pages, with room for records of over 2,200 cars, is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper. Weighs 3½ lbs.

GRAIN DEALERS JOURNAL

305 So. La Salle St., Chicago, Ill.

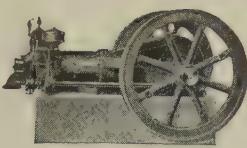


TRIUMPH CORN AND COB CRUSHERS CRUSH CORN PROPERLY

Built in two sizes: Number one for capacities up to 30 bushels per hour; number two for capacities up to 60 bushels per hour.

Delivery from stock.

THE C.O. BARTLETT & SNOW CO.
MAIN OFFICE & WORKS: CLEVELAND OHIO, U.S.A.
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For Economy Use
OTTO
 GAS and GASOLINE ENGINES



The first cost is practically the last. They're sturdy, trustworthy and rarely need repairs.

More than 100,000 in use. Stock designs up to 40 H. P. ready for early delivery.

IMPORTANT

As kerosene is cheaper than gasoline, a great saving in operating cost can be effected by equipping your Otto with our kerosene burning attachment.

Also—use Otto Engine Oil and buy your Edison Battery renewals from us.

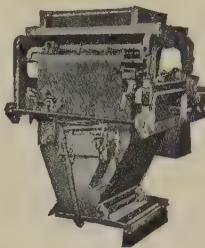
Magnets—Consult us before purchasing.

Otto Engine Mfg. Company

Successors to the Otto Gas Engine Works
 3219 Walnut Street
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PHILADELPHIA, PA.
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THE
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 of
 IDEAL WEIGHING



Is A

TYPE REGISTERING
RICHARDSON



The owners of this elevator state that DIXON'S SILICIA-GRAPHITE PAINT has been used by them for many years both on iron and woodwork and that it is the

**Most Serviceable and
 Most Economical Paint**

they have ever used.

Expert opinion and service records of this kind should persuade you to be a user of DIXON'S SILICIA-GRAPHITE PAINT

Booklet No. 15 B will interest you.

Made in Jersey City, N. J., by

JOSEPH DIXON CRUCIBLE COMPANY
 ESTABLISHED 1827



THE ONLY SANE, SAFE THING

to do is to install an All Metal
 Fire Proof

**Knickerbocker "1905" Cyclone
 DUST COLLECTOR**

The Knickerbocker Co.,

Jackson, Michigan

Statement of the Ownership, Management
 Circulation, Etc., Required by the Act
 of Congress of August 24, 1912,
 Of Grain Dealers Journal, published semi-
 monthly, at Chicago, Ill., for Sept. 30th,
 1918, State of Illinois, County of Cook:

Before me, a notary public in, and for
 the State and county aforesaid, personally
 appeared Charles S. Clark who, having
 been duly sworn according to law, deposes
 and says that he is the business manager
 of the Grain Dealers Journal, and that the
 following is, to the best of his knowledge
 and belief, a true statement of the ownership,
 management (and if a daily paper,
 the circulation), etc., of the aforesaid pub-
 lication for the date shown in the above
 caption, required by the Act of August 24,
 1912, embodied in section 443, Postal Laws
 and Regulations, printed on the reverse of
 this form, to wit:

1. That the names and addresses of the
 publisher, editor, managing editor, and
 business managers are:

Publisher, Grain Dealers Journal, 305 S.
 LaSalle St., Chicago, Ill.

Editor, R. R. Rossing, 305 S. LaSalle St.,
 Chicago, Ill.

Managing Editor, Charles S. Clark, 305
 S. LaSalle St., Chicago, Ill.

Business Manager, Charles S. Clark, 305
 S. LaSalle St., Chicago, Ill.

2. That the owners are: (Give names
 and addresses of individual owners, or, if
 a corporation, give its name and the names
 and addresses of stockholders owning or
 holding 1 per cent or more of the total
 amount of stock.):

Charles S. Clark, 305 S. LaSalle St., Chi-
 cago, Ill.; R. L. Morrell, 305 S. LaSalle St.,
 Chicago, Ill.; Myrtle D. Clark, 7130 Prince-
 ton Ave., Chicago, Ill.

3. That the known bondholders, mortga-

gees, and other security holders owning or
 holding 1 per cent or more of total amount
 of bonds, mortgages, or other securities
 are (If there are none, so state):

None.

4. That the two paragraphs next above,
 giving the names of the owners, stock-
 holders, and security holders, if any, con-
 tain not only the list of stockholders and
 security holders as they appear upon the
 books of the company but also, in cases
 where the stockholder or security holder
 appears upon the books of the company
 as trustee or in any other fiduciary relation,
 the name of the person or corporation
 for whom such trustee is acting, is
 given; also that the said two paragraphs
 contain statements embracing affiant's
 full knowledge and belief as to the cir-
 cumstances and conditions under which
 stockholders and security holders who do
 not appear upon the books of the company
 as trustees, hold stock and securities in
 a capacity other than that of a bona fide
 owner; and this affiant has no reason to
 believe that any other persons, association,
 or corporation has any interest direct or
 indirect in the said stock, bonds, or other
 securities than as so stated by him.

5. That the average number of copies
 of each issue of this publication sold or
 distributed, through the mails or other-
 wise, to paid subscribers during the six
 months preceding the date shown above is.....(This information is required
 from daily publications only.)

CHARLES S. CLARK.
 (Signature of business manager.)

OSCAR E. FLINT,

(SEAL) Notary Public.

(My commission expires Aug. 23, 1921.)
 Sworn to and subscribed before me this
 30th day of September, 1918.

The Automatic
 Dump Controller
 Eventually?



No, you can't afford to
 say "I'll wait 'till after
 the War." NOW is
 the Time. NOW, if
 ever, AMERICA needs
 elevators that have the
 most modern and up-
 to-date equipment, in
 order to handle the
 vast crops of grain that
 are being raised this
 year.

It is very necessary that
 we save labor in every
 way, and at the same time
 push the work along at a
 good speed.

Make the controller that
 you already have, like new,
 by refilling it with oil.

**It's a Trade-Getter—
 It's a Trade-Keeper.**

L. J. McMILLIN

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Saves 15% to 20% of Feed

Keep Stock Healthier. Crush ear corn
 (with or without shucks) and Grind all
 kinds of small grain. 10 sizes 2 to 25
 H. P. Conical shaped grinders—dif-
 ferent from all others.

**Lightest Running
 Feed Mills**

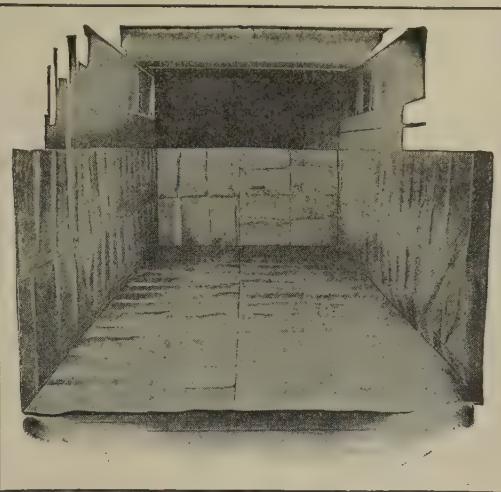
Handy to operate. Ask why; and
 state size of your engine.

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Kennedy Car Liners

make old cars useful, and defective cars feasible. Once used, always used. Easy to handle and quick to install.



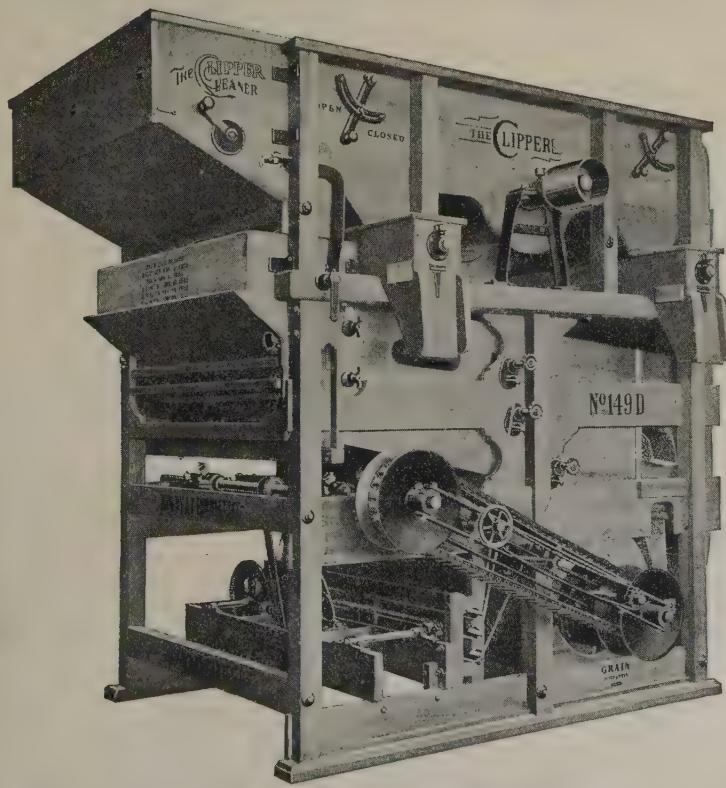
Kennedy Car Liners

prevent all leakage of grain in transit and pay for themselves. Send for illustrated literature.

The general shortage of railroad equipment necessitates using cars in more or less bad order, cars with defective ends and corners, and cars to which grain doors cannot be properly fitted. All of these cars can quickly be made available for grain shipments if fitted with Kennedy Liners. Write or wire at once for full particulars. We can make you a proposition that will appeal at once. Rush orders a specialty.

KENNEDY CAR LINER & BAG CO. SHELBYVILLE, IND.

The "CLIPPER" DOUBLE SUCTION GRAIN CLEANER



No other machine has as many wonderful TIME SAVING and LABOR SAVING devices as the Clipper Cleaners. Skilled labor is daily becoming more difficult to secure. Every move, every minute saved will enable you the more easily to take care of your business.

The Variable Air Regulator enables you to secure any desired degree of air blast without any annoying changes of pulleys or shifting of belts. A simple turn of the wheel does the trick.

Our Double Screen System permits the oats screen and the wheat screen to be left constantly in the shoe. The grain is shifted by means of a gate onto the screen it is desired to use.

Our Traveling Brush System keeps the screens from clogging and the machine working at its highest efficiency ALL THE TIME.

Ball Bearings on Exhaust Fans reduce friction, eliminate hot bearings and save power.

The yearly balance sheet of the user of Clipper Cleaners shows that it pays to have the best that can be procured in the line of grain or seed cleaning machinery.

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A. T. FERRELL & CO.,

Saginaw, W. S. Mich.

GRAIN ELEVATOR BUILDERS

DON'T DELAY BUILDING!

We give you QUICK ACTION

Builders of

Grain Elevators, Alfalfa Plants
and Coal Pockets

WOOD or FIREPROOF CONSTRUCTION

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R. C. STONE ENGINEERING CO.
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DESIGNERS AND BUILDERS OF
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Your Individual Needs
are respected when your elevator
is designed and built by
W. H. CRAMER CONSTRUCTION CO.
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Write for Details of Our System

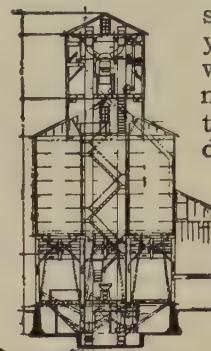
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We make plans and build up-to-date
GRAIN ELEVATORS AND MILLS
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CONTRACTORS, DESIGNERS
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Also Jobbers of
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BUILDERS of
Good Elevators

WRITE US ABOUT THE
PLANT YOU HAVE IN MIND

NOT A CHINESE PUZZLE, BUT READABLE
PLANS and ESTIMATES

so simple and self-explanatory that
you can readily see at a glance just
what you are getting, and you can
make those changes which conditions
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demand on paper. And after see-
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BALLINGER & McALLISTER
ENGINEERS AND CONTRACTORS
Grain Elevators Driers Coal Chutes
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BIRCHARD
CONSTRUCTION CO.
CONTRACTORS GRAIN ELEVATORS
Mills and Warehouses
Especially Designed for Economy of
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IF you wish to build your elevator
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WE CONSIDER the Grain Dealers Jour-
nal indispensable.—Hamlin Mill & Elvtr.
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For Reducing Pounds to Bushels. Eighth Edition. Revised and Enlarged.

Oats and Cottonseed—Eight Tables, reducing any weight from 20,000 to 107,950
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Barley, Buckwheat, Hungarian and Hempseed—Seven Tables, reducing any weight from
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Printed on linen ledger paper, bound in Keratol, with marginal index. Price \$2.50

GRAIN DEALERS JOURNAL, 305 So. La Salle Street, Chicago, Ill.

THE MOST MODERN ELEVATOR IN THE WORLD

Now in course of construction at Canton, Baltimore, Md.,
for the Pennsylvania Railroad.

JAMES STEWART & CO., Inc.

Designers and Builders
GRAIN ELEVATORS
IN ALL PARTS OF THE WORLD
GRAIN ELEVATOR DEPT.
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CHICAGO
W. R. SINKS, Manager

Capacity
5,000,000 Bushels



Pennsylvania Railroad Co.'s Terminal Elevator at Erie, Pa. 1,250,000 storage capacity, with marine leg, 25,000 bu. receiving capacity. All concrete, modern construction, with latest improvements.

Designed and built under the direction of

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Canadian Government Grain Elevator Port Arthur, Ontario

Capacity 3,500,000 Bushels

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Designed and Built by

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OFFICES { FORT WILLIAM, ONT.
DULUTH, MINN.
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B Burrell Built Elevators
are Better—
the kind you need
Burrell Eng. & Cons. Co.
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W. C. BAILEY
Contracts and Builds
Modern Grain Elevators
We can furnish and install equipment in old or new elevators, guaranteeing greater capacity with less power, and positive Non-Chokable working leg. Let us show you.
433 Range Bldg., OMAHA, NEBR.

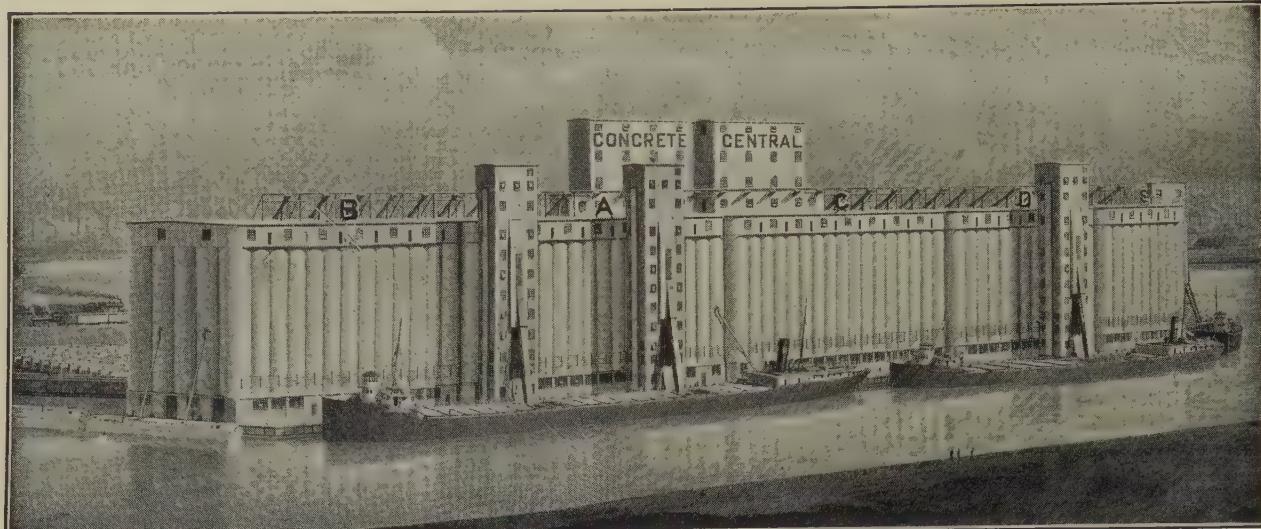
A. F. ROBERTS
ERECTS ELEVATORS
FURNISHES CORN MILLS
WAREHOUSES PLANS
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BUYERS AND SELLERS
of Grain Elevators. You can make your wants known quickly by advertising in the "Elevators for Sale and Wanted" columns.

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CONCRETE-CENTRAL ELEVATOR—BUFFALO

Concrete-Central
Shredded Wheat
Connecting Terminal
A. J. Wheeler
Superior
Archer Daniels Linseed Co.
The Record of Satisfactory Work

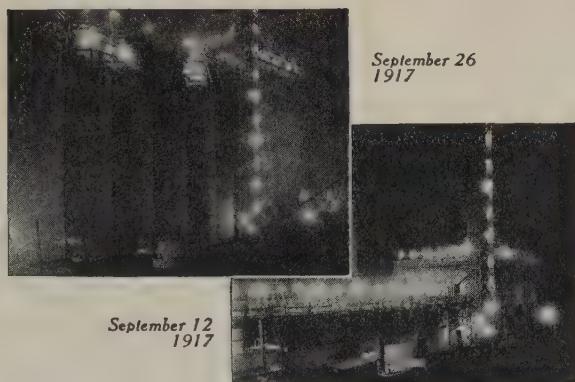
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1914
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1913 & 1914
1916
Wheeler Elevator
1916
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Its Reward

MONARCH ENGINEERING COMPANY

Chamber of Commerce

BUFFALO, N. Y.



THESE photographs show night construction work on a large reinforced concrete work house and grain storage tanks which will form a part of a complete plant now under construction by the Canadian Leonard Construction Co., Limited, for the Quaker Oats Company, at Peterboro, Ontario, Canada, for the manufacture of a full line of their products.

The workhouse contains fifty-one bins in addition to the legs for unloading, transferring and blending. The total grain storage of the entire plant will be about two million bushels.

LEONARD CONSTRUCTION CO.

WHITEHALL BUILDING
NEW YORKMcCORMICK BUILDING
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Grain Shipping Ledger

Form 24. An indexed shipping ledger for keeping perfect record of the shipments of 5,000 cars. Facing pages are given to each firm to whom you ship and name indexed. The pages are 10½x15½ inches, used double.

The book contains 100 double pages. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price, \$3.00.

GRAIN DEALERS JOURNAL

305 So. La Salle Street

CHICAGO, ILL.

SHIPPER'S RECORD BOOK No. 20

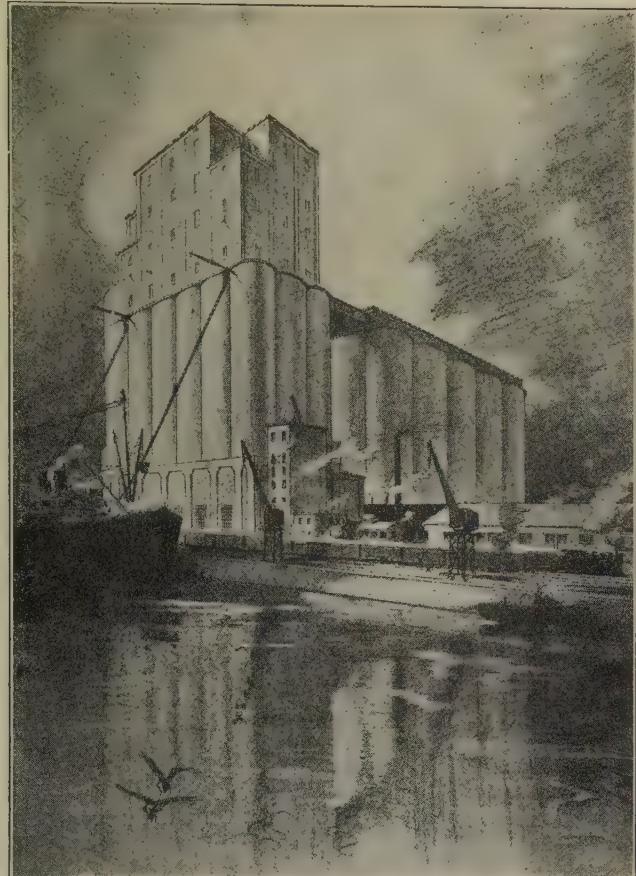
is designed to facilitate the book-keeping of grain shippers and to minimize the labor of keeping a complete record of each car shipped. The book is 9½x12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2900 car loads.

At top of left hand page, in bold-faced type, are the words, "IN ACCOUNT WITH," and at top of facing page, is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds and Balance.

Wide columns are provided for recording these facts under the respective heads.

Price, \$2.00. Address

GRAIN DEALERS JOURNAL
LaSalle Street - CHICAGO, ILL.



Terminal Elevator, Buenos Aires Elevator Co.

The first modern, rapid handling grain elevator in SOUTH AMERICA.

Ultimate capacity, 2,000,000 bushels — for the B U E N O S AIRES ELEVATOR CO., Buenos Aires, Argentina.

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Designing and Supervising Engineers.

John S. Metcalf Co., Ltd.

Grain Elevator Engineers

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FEGLES-BELLOWS ENGINEERING CO.

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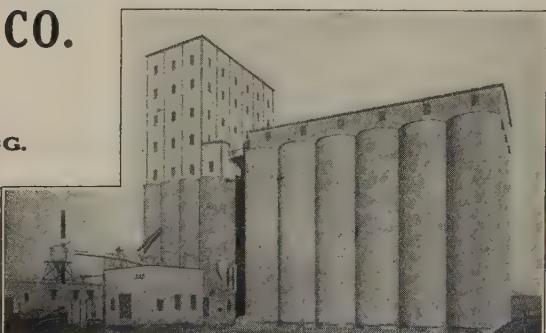
ENGINEERS—CONTRACTORS

GRAIN EXCHANGE,
FORT WILLIAM, ONT.

UNION BANK BLDG.
WINNIPEG, MAN.

THIS IS WHAT WE DID IN 1917

500,000 Bu. Fireproof Elevator, C. G. Ry., St. John, N. B.
175,000 Bu. Fireproof Elevator, Western Terminal, Ft. William
500,000 Bu. Fireproof Elevator, N. M. Patterson Co., Ft. William
1,000,000 Bu. Fireproof Elevator, C. G. Ry., Transcona, Man.
Fireproof Treating Plant, Anchor Elevator, Winnipeg, Man.
Complete Fireproof Plant—Mill, Warehouse and Elevator—for
the Echo Flour Mills Co., Gladstone, Man.



Canadian Government Railways Elevator, Transcona Man

WE HAVE AN ENVIALE RECORD FOR SERVICE



The 1,250,000 Bushel

C. & N. W. Elevator

at

Council Bluffs, Iowa

is the latest acknowledgment of our capabilities as Grain Elevator Engineers and Constructors.

WITHERSPOON-ENGLAR CO.
1250 Monadnock Bldg., CHICAGO, ILL.

Builders of Modern, Fireproof
MILLS AND ELEVATORS

ON DUTY.

The accompanying photograph, which was made at Salina, Kans., shows E. A. Sullivan, field representative for the Vanderslice-Lynds Company, of Kansas City, seated in the new Buick Six Roadster in which he makes his daily trips; and in the background can be seen the elevators and milling plants of the Weber-Freeman Milling Co. and the Robinson Milling Co.

"Sully," as he is familiarly known to the dealers in his territory, is one of the best and most favorably known road men traveling out of Kansas City. Always genial and good natured, he endeavors to keep thoroly posted on grain trade conditions wherever he goes in order that he may be able to render the greatest possible service to his firm's customers and prospective customers, and he is always able to tell a story suitable for the occasion to assist in making life's road pleasanter for those with whom he comes in contact.

A booster by nature, he is constantly engaged in boosting the Kansas City Market, and Buicks.

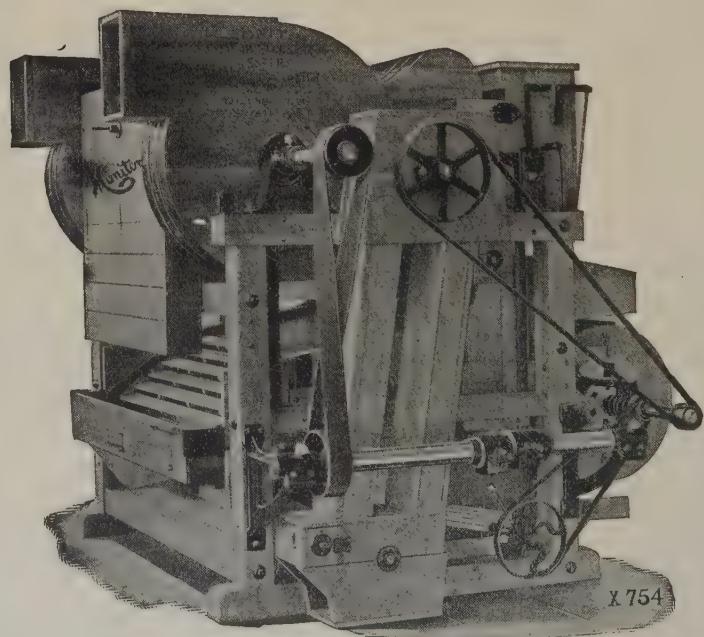


Monitor

Northwestern Separator

Will do more and better cleaning of Succotash Mixtures than was ever done until this machine was produced. We stand ready to prove this in any elevator.

HUNTLEY MFG. CO.
Silver Creek, N. Y.



Wanted and For Sale

The rate for advertisements in this department is 20 cents per type line each insertion

ELEVATORS FOR SALE.

FOR SALE—Elevator for corn and wheat. 10 H. P. Electric Motor, new. Building and machinery in good condition. Now doing business. Tudor & Co., St. John, Kansas.

30,000 BU. ELEVATOR for sale, complete with machinery and additional warehouses. Address Coleman State Bank, Coleman, Wisc.

20,000 BU. ELEVATOR, frame building, for sale. Located at Osage, Iowa, on C. G. W. R. R. Very cheap. Write Buy, Box 3, Grain Dealers Journal, Chicago.

FOR SALE: An elevator and coal business in central Iowa. Good proposition. Owner has other business and must sell. Address Central Iowa, Box 7, c-o Grain Dealers Journal, Chicago, Ill.

DOUBLE YOUR MONEY within three years by investing NOW in Ohio elevator and coal business. \$16,000 cash—no trade. Address Double, Box 5, % Grain Dealers Journal, Chicago.

CHOOSE YOUR ELEVATOR from the many offered. Insert an advertisement in the "Elevators Wanted" columns of the Grain Dealers Journal, and select one at a satisfactory price and station.

FOR SALE OR LEASE—8,000-bu. capacity elevator, with good farm implement business. Advancing years and death in the firm makes it advisable to sell. Good grain locality. Good business. For complete information apply to Alex Verdot & Co., Bonnot's Mill, Mo.

FOR SALE: Three story brick bldg. 80x100 equipped with power and trackage on two roads; 100,000-bu. capacity Elevator with track scales; Victor Scourer & Polisher No. 4, steel cut oat machine, ensilage cutter Ohio No. 4, Marsh Boiler feed pump, cast iron steamer, Richmond boiler and dresser, rolled oat aspirator, 6 set sandstone burrs 48" dia., steel smoke stack 9"x125' lined with fire brick, 150-h.p. B&W Boiler and water heater, all in good condition. M. M. Vaughn, Agt., Nebraska City, Neb.

FOR SALE—\$10,000 will buy 50,000 bushel cribbed elevator on "Q" in heart corn, oats and wheat belt. Best station Western Ills., includes dwelling and land, electric power and lights. Small payment down, balance easy. Address Peoria Box 8, Grain Dealers Journal, Chicago, Illinois.

ARE YOU looking for a position in any branch of the grain business? If you are send us your name, address, nationality, languages spoken, experience, salary expected, references, in fact any information that will help an employer to form an idea of your ability to serve him. We will keep this information on file and from time to time place you in touch with elevator owners who seek competent help. This service will be absolutely free, placing you under no obligation whatever. Write today and get in line for a good position. Address—The Want Ad Man, Grain Dealers Journal. manager? Let the Want Ad Man get one for you.

ELEVATORS FOR SALE

FOR SALE CHEAP—Modern elevator of 35,000 bu. capacity; doing a good business in the best corn and oats country in the land. Price \$17,000. Modern residence included. Address Country, Box 4, Grain Dealers Journal, Chicago.

FOR SALE—Three elevators in Northwest Oklahoma. Best wheat belt in state. All well located in good live towns. Good schools and churches. Bargain if sold soon. Address Head, Box 5, Grain Dealers Journal, Chicago.

FOR SALE OR RENT—Two grain elevators. One equipped with cleaning machinery. Splendid shipping facilities. Address Frank C. Blodget, 600 Flour Exchange, Minneapolis, Minn.

ELEVATOR FOR SALE.
18,000 bu. cribbed elevator, near station, good shape, in the best wheat section of N. Dakota. Reason too much to handle. Reasonable price. Address Elev., Box 1, care Grain Dealers Journal, Chicago.

ELEVATORS WANTED.

WANTED—To buy well located country elevator, preferably in Nebraska. Address WAN Box 7, Grain Dealers Journal, Chicago.

BUSINESS OPPORTUNITIES.

FOR TRADE: A good 160 acre farm. Will trade for good elevator. Sloan-Simmons Grain Company, St. Joseph, Missouri.

IF YOU WANT to sell or exchange your property, write me. John J. Black, 57th Street, Chippewa Falls, Wis.

FOR SALE: We have three mills located at Springville, N. Y., Glenwood, N. Y., and Colden, N. Y., and will sell any two of the three. Write us for price and particulars if interested. James H. Gray Milling Co., Springville, N. Y.

FOR SALE: Controlling interest in wholesale grain and bean merchandising business as well as country stations in terminal market in Colorado. Position as manager at good salary included. Address West, Box 7 Grain Dealers Journal, Chicago, Illinois.

MISCELLANEOUS.

FOR SALE: 1 No. 8 Boss Car Loader—good as new. Address A. H. Richner, 211 Whitlock Ave., Crawfordsville, Indiana.

FOR SALE—One 4 burner Alcohol Hess Moisture Tester, in good shape; also Torsion scale. State best price. Boston & McClelland, Dwight, Illinois.

FOR SALE—Two No. 8 Bowsher Feed Mills in perfect running order. First person sending us check for \$50.00 will get one of these machines and the second check the other. Price f. o. b. cars point shipment. Goodrich Bros. H. & G. Co., Winchester, Indiana.

ANY KIND, ANY SIZE, ANY PRICE gasoline engine which is not in use and which you wish to sell, will find many ready buyers if advertised in the "Gasoline Engines" column of the Grain Dealers Journal, Chicago. Try it.

ELEVATOR BROKERS.

JAMES M. MAGUIRE
6454 Minerva Ave., Chicago, Ill.

JOHN A. RICE, exclusive elevator broker, Frankfort, Indiana.

ELEVATOR BUYERS SAVE TIME AND MONEY BY WRITING ME WHAT YOU WANT. I HAVE IT OR WILL GET IT. NAT CLAYBAUGH, elevator broker, Frankfort, Ind.

OFFICE SUPPLIES.

ADDING MACHINE: Nearly new nine column, total, sub-total, error repeat, etc., cost \$250, will take \$75; also Oliver Typewriter, like new, \$30. J. G. Meier, Russell, Kansas.

SAFES—Large stock of new and used safes on hand. Protect your valuable papers. Prices reasonable. The Howe Scale Co., of Ill., 409 N. 4th St., St. Louis, Mo.

TYPEWRITERS—All Makes. Factory Rebuilt, good as new, guaranteed, lowest prices. Good prices for your old machines; write for catalog. (Estab. 1904) Ben Samuelson & Co., 219 S. Dearborn St., Chicago.

SCREENINGS WANTED

Clover and Alfalfa Seed Screenings wanted. Also Low Grade Clover Seed. Send us Samples which will have our prompt attention. King Seed Co., North Vernon, Ind.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

BAGS—BAGGING—BURLAP.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheetings, or Paper for Car Lining, etc. Wanted: Second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago

TOO LATE TO CLASSIFY.

IF YOU WANT A MACHINE that is not advertised here, ask for it. Make your wants known. Some one wants to sell the machine you need, but hasn't started advertising it.

ELEVATOR OPERATORS wanting good second-hand elevator machinery or supplies invariably make their want known thru the "Machinery Wanted" columns of the Grain Dealers Journal, Chicago.

You want to get in touch with a better position than the one you have. There is a better one awaiting you. In fact, just the position you want you will locate thru the HELP WANTED column.

BUY NOW—War Thrift Stamps, and pledge yourself to buy each week as many as you are able. Inquire of your postman.

ENGINES FOR SALE.

FOR SALE: Gas engine, 20 horse power; good condition. The Giele & Pfiaum Co., 44 E. Second Street, Dayton, Ohio.

GAS ENGINE: 60 h. p. for sale. Superior. \$500.00 f. o. b. Gueydan, La. Good condition. Write Florence Louisiana Company, Gueydan, La.

FOR SALE: Compound Engine, 14x30x42, with surface condenser and belt pump, 1 Sterling water tube boiler, 150 h. p., one flywheel 15 ft. in diam., ten grooves, 1½ in. rope. Red Wing Mfg. Co., Red Wing, Minn.

FOR SALE: 20 h. p. St. Mary's Oil Engine, nearly new, complete with all appurtenances. Burge Machine Works, Chicago, Ill.

FOR SALE: 25 H-P Charter Oil engine with clutch pulley, fuel tanks and piping, one year old same as new, immediate shipment \$800. Address Home Milling Co., Fargo, N. Dakota.

STEAM ENGINES. BOILERS.

BOILERS—high pressure, 18, 20 and 30 h. p. Engines 6, 10, 20, 60 and 150 h. p. Gas engines, 6, 9, 26 & 30 h. p. Heaters, pumps. Casey Boiler Works, Springfield, O.

FOR SALE: One 16x36 Corliss Monarch Cylinder, complete with valve gears. Cylinder in good condition. Price right. Address Border Queen Mills, Caldwell, Kansas.

FOR SALE: 12x36 Atlas Corliss 100 h. p. engine, good condition. 60x18 low-pressure 100 h. p. boiler, good condition. Frame for Barnard & Leas three-pair high 9x24 corn mill. Good condition. The Hadley Milling Company, Olathe, Kansas.

FOR SALE—200 H. P. Buckeye engine in first class condition; it has been used only a few years and has never been overloaded; must be seen to be appreciated. Cut-singer & Thompson, Shelbyville, Ind.

FOR SALE: 250 h. p. Clark-Corliss Engine in first class condition for immediate shipment. Right hand, compound condensing; cylinder 12" and 20"x30"; R P M 200; boiler pressure 150 lbs. Have installed electricity. Montana Flour Mills Co., Lewistown, Mont.

FOR SALE: Steam Engine in good working condition; one Western Gyrating Cleaner No. 2 with new eccentric shaft and boxes; one 30,000-lb. Fairbanks-Morse Hopper Scale complete. Also good assortment of shafting, elevator buckets, pulleys, chain and boxes. Fairmount Grain & Elevator Co., Fairmount, Ill.

WANTED.

Electric Motors and Machinery at once. Nathan Klein & Co., 208-K Centre St., N. Y.

Under **SITUATIONS WANTED** you will find a capable manager, grain buyer, or traveling solicitor. The man who has enough push to advertise his services in a high class trade journal is the kind of a man you want.

MALE HELP WANTED.

WANTED—By Chicago house, grain solicitor for Iowa. Give references, full details in first letter. Address W. E. Box 8, Grain Dealers Journal, Chicago.

WANTED: Experienced Manager for Bean and Grain Elevator. Good opportunity for the right man. Address J. M. Box 7, Grain Dealers Journal, Chicago.

WANTED: A good elevator man, who after 6 months can take complete charge of our grain, coal and retail oil business. State salary wanted, experience, age and when you can come. G. L. Kent, Sec., Farmers Union Elevator Ass'n, Hardin, Montana.

MEN WANTED—Elevator managers are in demand. Insert your advertisement in the Grain Dealers Journal to get the position that is waiting for you.

EXPERIENCED HELP, such as managers for country stations, foremen, auditors and employees needed in the grain business are readily secured thru an ad in the "Help Wanted" column of the Grain Dealers Journal, Chicago.

DYNAMOS—MOTORS.

FOR SALE: Fairbanks Morse 2 1/2 KW 125V Dynamo. Address E. Daddow, Sargent, Nebr.

ELECTRIC motors, generators, also engines; guaranteed condition. We buy, rent, sell and repair. Independent Electric Machinery Co., Kansas City, Mo.

DYNAMOS AND MOTOR BUYERS are reached in largest numbers and less expense by offering them for sale in the grain trade's accepted medium for power bargains—the "Dynamics—Motors" columns of the Grain Dealers Journal, Chicago.

FOR SALE: Motors, 1—15 h. p. 3 phase-220 volt, 1—10 h. p. 3 phase 220-v., 1—7½ h. p. 3 phase 220-v., 3—5 h. p. 3 phase 220 volt, 1—20 h. p. D. C. 110 volt. 1—7½ h. p. D. C. 110 volt, 1—5 h. p. D. C. 110 volt, also other sizes. Devere Electric Company, 234 W. Fourth St., Cincinnati, Ohio.

DO YOU want a machine or machinery? Have you a machine or machinery which you do not use or do not want? Do you enjoy having discarded machines and machinery laying around in your way, to rust out, or would you prefer to exchange it for elevator supplies you need? Use this department. Get what you want. Put your idle capital to work.

A PARTNER HELP or a POSITION,

can be obtained quickly by placing an ad. in the "Wanted" columns of the Grain Dealers Journal of Chicago. It is the grain trade's accepted medium for "wanted" and "for sale" ads.

SITUATIONS WANTED.

WANTED—Position by experienced traveling solicitor. Will pay personal expenses for interview. Address Solicitor, Box 9, Grain Dealers Journal, Chicago.

WANTED: Position by good grain, coal and livestock man. At present am employed but desire to make a change. Address C. R. Box 7, Grain Dealers Journal, Chicago.

A FIRST CLASS MAN having 14 years experience in country elevators wants a position as manager. Knows his business from A to Z. Address B. B. Box 7, Grain Dealers Journal, Chicago.

POSITION WANTED by elevator manager whose experience and credentials are absolutely O K. Can also handle side line. Can give present employers as references. Address Bolt, Box 8 c-o Grain Dealers Journal, Chicago.

WANTED POSITION as manager of grain elevator. I have had 20 yrs. successful experience; can give present employers as reference. Indiana or Ohio preferred. Address O-Ind., Box 1, Grain Dealers Journal, Chicago.

EXPERIENCED feed, grain and flour man wants position. Also have experience in traveling and handling car lots. Want management elevator or large feed mill. Can come at once. Prefer southwest Iowa. Age 50. Good references. Address Pay, Box 8, c-o Grain Dealers Journal, Chicago.

POSITION WANTED by married man with 20 years' experience managing country elevators. Am employed but want place with more business and in good town with good schools. Best of references furnished. Address Sam, Box 6, Grain Dealers Journal.

WANT A JOB as grain buyer, manager of an elevator, engineer, traveling solicitor or any position connected with the grain business? If so, make your wants known to progressive grain dealers who are in need of experienced help through the "Situations Wanted" column of the Grain Dealers Journal.

WANTED—Position as Manager at country grain elevator. 10 years' experience at buying & selling. Employed at present. Good reason for change. Satisfactory reference. Married, not subject to draft. Submit your offers. Will correspond. Address X. Y. Z., Box 8, Grain Dealers Journal, Chicago.

WANTED—Position as manager of elevator in good town where there is a good school. Have had two years' experience as manager for an Equity Elevator. Can give present employers as reference. Address Ex, box 8, % Grain Dealers Journal, Chicago.

WANTED—Position as manager of Farmers Grain Co. or office with some grain firm. Now employed. Good reasons for wanting change. Married man with family. Age 36. Have been employed with a Farmers Grain Co. over eight years. Good bookkeeper and judge of grain. Able to handle side lines. Salary wanted \$150.00 a month. Can begin work any time. Prefer Central Illinois or Iowa location. Address East Box 8, % Grain Dealers Journal, Chicago.

Before You Buy or Sell
SECOND HAND BAGS

GET "WESTERN'S" PRICE

WESTERN BAG & BURLAP CO., Chicago

IMMEDIATE RESULTS

Gilchrist & Co. of McGregor, Iowa, write under date of July 13, 1918—"You can discontinue our ad in the GRAIN DEALERS JOURNAL as we have sold the elevators we advertised. You may be interested to know that the first enquiry resulted in a sale a few days after we received it."

SCALES FOR SALE.

FOR SALE: No. 84,000 Hopper scale, type beam. Red Wing Manufacturing Co., Red Wing, Minn.

WE HAVE FOR SALE several refit Wagon Scales. Also one 3-bu. Richardson Automatic and one 4-bu. Fairbanks. W. H. Cramer Construction Co., North Platte, Nebr.

FOR SALE—One 3-bu. Richardson Automatic Elevator Scale. One 4-bu. Richardson Automatic Elevator Scale. These scales are in good condition; immediate shipment can be made. W. C. Bailey, 433 Ramge Bldg., Omaha, Nebraska.

WE HAVE FOR SALE the following:

Fairbanks Hopper Scales:
1—1000 Bushel with regular Beam.
1—800 Bushel with regular Beam.
These Scales in first class condition and now operating, but want to install larger sizes. Can be bought cheap for cash. American Supply & Machinery Co., 1102 Farnam St., Omaha, Neb.

MACHINES FOR SALE.

REAL BARGAINS

Prompt Attention. Quick Shipments. When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipments for modern mills of all kinds, molasses stock, and poultry feed plants, plans, specifications, flow sheets, etc., our specialty.

Write us without delay.

Geo. J. Noth, Mgr.,
9 S Clinton St.,
Chicago Ill.

MACHINERY

For Grinding, Elevating and
Conveying all kinds of grain,
of standard makes, from
smallest to largest
capacities.

Big Stock

We have the Largest
Stock of 2nd Hand Flour
Mill and Elevator Machinery
in the World.

Belting, Pulleys, Shafting, Elevator
Buckets and Conveyor. Belting
Cloth and Roll Grinding.

Write for Net Price Book No. 75-B

B. F. GUMP CO.

THE MILL SUPPLY HOUSE
431-437 South Clinton Street, CHICAGO, ILL.

GRAIN DEALERS JOURNAL

305 So. La Salle St., Chicago, Ill.

Gentlemen:—In order to keep us posted regarding what is going on in the grain trade outside our office, please send us the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find One Dollar Fifty-five Cents for one year.

Name of Firm.....

Capacity of Elevator.....

Post Office.....

bus.

State.....

SEEDS WANTED.

CLOVER SEED wanted: We are in the market for good quality Clover, Timothy, Alfalfa, Millets and Fancy Grasses. Send samples and prices. Farmers Seed & Nursery Co., Faribault, Minn.

SEED BUYERS AND SELLERS can quickly sell any quantity or buy any amount or quality by making their wants known through the "Seeds Wanted—For Sale" columns of the Grain Dealers Journal, Chicago, Ill.

SEEDS FOR SALE

FOR SALE—Car load lots of Hog, Common, Golden and Siberian Millets. Orders filled promptly. Spelts Grain Co., Sterling, Colorado.

ANY TIME OF THE YEAR is the right time to insert a "Seeds For Sale" or a "Seeds Wanted" ad. Buyers will want to put in their orders early this year account of traffic conditions.

MACHINES FOR SALE.

FOR SALE—1 No. 11 Monitor Oat Clipper. Never used. Immediate delivery. Frank Marshall, 315 So. La Salle St., Chicago.

WE BUY & SELL Boilers, Steam & Gas. Engines, Motors, Scales, Elev. & Mill Mach'y. of all kinds. National Mach'y. Warehouse, 700 W. 22nd St., Chicago.

1, SIZE one new Marceilles dustless warehouse combination sheller and cleaner, without feeder, elevator or cob stacker, for sale. Used 10 days. Price \$325.00 F. O. B. Ash Grove Mo. Address Ash Grove Mills, 609 Waldheim Bldg., Kansas City, Mo.

WOULD YOU BUY larger scales if you knew you could sell the scales you have? Try an ad in the **SCALES FOR SALE** column and see how quickly your scales will be sold.

FOR SALE—1000 feet of spiral steel conveyor 4" to 16". Big lot of heavy elevator belting and cups, Salem buckets. No. 7 Clipper, No. 3 Monitor, No. 3 Eureka Receiving Separator. 20 carloads of everything in the elevator and milling line. A. D. Hughes Co., Wayland, Mich.

SCALES REPAIRED AND SOLD

50 wagon scales, capacity from 4 to 15 ton. Any size platform in following makes: Fairbanks, Howe, Buffalo, Standard and Columbia. Each scale that leaves our factory is thoroughly overhauled and tested and guaranteed to be correct. We furnish competent men for outside work.

COLUMBIA SCALE CO.
2439 N. Crawford Ave. - Chicago, Ill.

WANT A JOB?

Advertise in the "Situation Wanted" columns of the *Grain Dealers Journal*.

Directory

Grass Seed Trade

ATCHISON, KANS.

Mangelsdorf Seed Co., The, wholesale seeds.

BALTIMORE, MD.

Scarlett & Co., Wm. G., whse, seed merchants.

BELFAST, IRELAND.

Lytle & Sons, Ltd., John, Per. & Ital. Ryegrasses McCausland, Sam'l, ryegrass and dogstail.

BUFFALO, N. Y.

Stanford Seed Co., field and grass seeds.

CHICAGO, ILL.

Dickinson Co., The Albert, seeds. Illinois Seed Co., The, grass and field seeds. Johnson, J. Oliver, seed merchant.

CINCINNATI, OHIO.

McCullough's Sons, The J. M., field, garden seeds.

CLAREMORE, OKLA.

The O'Bannon Co., grass seed dealers.

CRAWFORDSVILLE, IND.

Crabbs Reynolds Taylor Co., grass and field seeds. Crawfordsville Seed Co., seed merchants.

EVANSVILLE, IND.

Small & Co., W. H., seeds, grain and hay.

GIBSON CITY, ILL.

Noble Bros., whse, seed merchants.

INDIANAPOLIS, IND.

Southern Seed Co., field and garden seeds.

KANSAS CITY, MO.

Missouri Seed Co., who, exp. and imp.

Peppard Seed Co., J. G., wholesale seeds.

Rudy-Patrick Seed Co., wholesale seeds.

LOUISVILLE, KY.

Chambers Seed Co., grain and field seeds.

Hardin, Hamilton & Lewman, gra. & fd. seeds.

Lewis Implement & Seed Co., field sds. & implets.

Louisville Seed Co., clover & grasses.

Wood, Stubbs & Co., grass & garden seeds.

MACON, GA.

Georgia Seed Co., field and garden seeds.

MEMPHIS, TENN.

Schwill & Co., O., garden and field seeds.

Russell-Hocke Seed Co., all southern seeds.

MILWAUKEE, WIS.

Courteen Seed Co., field seeds.

L. Teebles Seed Co., field seeds.

MINNEAPOLIS, MINN.

Dickinson Co., The Albert, seeds.

Minneapolis Seed Co., seed merchants.

Northrup, King & Co., wholesale seeds.

NEWBERN, TENN.

Cole Seed Saver Co., Japan clover whsl.

NEW YORK, N. Y.

Doughten, Inc., H. W., grass & field seeds.

Nungesser-Dickinson Seed Co., whse, seed mchnts.

Radwane, I. L., field & grass seeds, exp. imptns.

PHILADELPHIA, PA.

Philadelphia Seed Co., Inc., The, whse, field sds.

ROCKFORD, ILL.

Condon Bros. Seedsman, garden, fd. & flower sds.

ST. LOUIS, MO.

Schisler, F. & G. S. Co., A. W., seed merchants.

ST. PAUL, MINN.

Jameson Hevene Co., shps. of field seeds.

TOLEDO, OHIO.

Crumbaugh-Kuehn Co., alike, timothy, alfalfa.

Flower Co., The S. W., seed merchants.

Toledo Field Seed Co., The, clover, timothy.

TWIN VALLEY, MINN.

Heberg, M. A., wholesale seed merchant.



\$50,000 Worth of Power Transmission Machinery Bargains.

\$40,000 Worth of Leather, Rubber and Canvas Belt Bargains.

Send for Bargain List No. 18-T.

TEUSCHER & SON MACHINERY SUPPLY CO.

ST. LOUIS, MO.

We Buy All Kinds of Machinery Plants.

SEEDS FOR SALE—WANTED

SEEDS WANTED.

WE WISH TO BUY Red, Alsike and Bastard Clovers, Timothy, Cocksfoot, Meadow fescue. John Lytle & Sons, Ltd., Belfast, Ireland.

BUCKWHEAT WANTED, car lots or less. P. L. Zimmermann Co., St. Louis, Mo.

MISSOURI BRAND SEEDS

Specialists

KANSAS GROWN ALFALFA
MISSOURI GROWN BLUE GRASSMISSOURI SEED CO.
KANSAS CITY, MISSOURI

LOUISVILLE SEED COMPANY

INCORPORATED
LOUISVILLE, KY.Headquarters for
RED TOP AND ORCHARD GRASS
BUYERS AND SELLERS
OF ALL VARIETIES FIELD SEEDS

R E C L E A N E D
COW PEAS - CANE SEED
TENN. SEED CORN
CAR LOTS OR LESS - LOW PRICES
RUSSELL HECKLE SEED CO.
MEMPHIS, TENN.

WE BUY AND SELL
Wheat Screenings, Cane Seed, Salvage Wheat,
Kaffir Corn. Write or wire for prices.
HENRY LICHTIG & CO., Kansas City, Mo.

RAPE
SPRING VETCH
CRIMSON CLOVER
CANARY SEED
I. L. RADWANER
SEED MERCHANTS
NEW YORK
CITY
IMPORTERS
EXPORTERS

THE STANFORD SEED CO.
BUFFALO Buyers and Sellers—Car Lots—
TIMOTHY — CLOVER — ALSIKE — ALFALFA — GRASSES N. Y.

REGISTERED BRANDS



MINNEAPOLIS SEED COMPANY

WHOLESALE FIELD SEEDS

HARDY NORTHERN GROWN SEEDS OUR SPECIALTY

ASK OUR BIDS BEFORE SELLING. BUYERS, RECLEANERS, SELLERS. WRITE OR WIRE FOR SAMPLES AND PRICES.

TIMOTHY, CLOVERS, MILLETS

GRASSES, FORAGE SEEDS, SEED GRAINS, PEAS, BEANS AND SCREENINGS

SEED ELEVATOR AND WAREHOUSES:
34TH TO 35TH STS. AND RAILROAD
AVE. SO., ON C. M. & ST. P. RY.P. O. ADDRESS: LOCK DRAWER 1546
OFFICES: 3444 RAILROAD AVE. SO.
MINNEAPOLIS, MINN.GRAIN ELEVATORS AND WAREHOUSES:
35TH TO 37TH STS. AND RAILROAD
AVE. SO., ON C. M. & ST. P. RY.

SEEDS WANTED.

SEEDS WANTED.

WANTED—Seed buyers to get the benefit of this Classified advertising which costs only 20 cents a line. A circular sent to our subscribers would cost \$130 for postage alone.

Journal Want Ads Bring Results.

SEEDS FOR SALE

NEW CROP JAPAN CLOVER seed. State quantity and let us quote you. Lehman's Seed Store, Baton Rouge, La.

FOR SALE: Millet and cane seed in car lots, golden, common, Siberian and Hog millet. Reimer-Smith Grain Company, Holyoke, Colorado.

FOR SALE: Japan clover seed re-cleaned. New crop, growers and dealers, wholesale. Let us quote you. Cole Seed Saver Co., Newbern, Tenn.

Q UOTE us all kinds of Seeds, Feed, Poultry Supplies, Flour, Fruit Package Material, Ice Cream and Butter Manufacturers' and Handlers' Needs, also Fruits and Produce. References: Produce Reporter Co., R. G. Dunn & Co., Bradstreet & Co.

THE THORNILEY BROS. CO.
Telephone 792 219 Third St., MARIETTA, OHIO

The Mangelsdorf Seed Co.

Sweet Clover, Alfalfa,
Soudan Grass, Millet, Rape.

ATCHISON KANSAS

CHAMBERS SEED CO.

Incorporated

GRASS and FIELD SEEDS

Combining the resources and experience of
46 years in the Seed business.

Board of Trade Building, LOUISVILLE, KY.

WOOD, STUBBS & CO.

(Inc.)

LOUISVILLE, KY.

Ky. Blue — Orchard — Red Top
BUY AND SELL
Also full line Garden Seeds

SAMUEL McCausland

BELFAST, IRELAND

Cleaner and exporter of finest Perennial and
Italian Ryegrass seeds, Crested Dogtail seed, etc.
Importer of Clover and Natural grass-seeds.Cables, "Shamrock, Belfast." A B C Code,
4th and 5th Editions.

H. W. DOUGHTEN, 59 PEARL STREET,

NEW YORK CITY

Importers, Exporters and Jobbers

Grass and Field Seeds

We Are Buyers of NEW CROP ALSIKE

and Sellers of D. E. RAPE

L. Teweles Seed Co.

Milwaukee Wisconsin

Headquarters for
Red, White and Alsike
Clover
Timothy and Alfalfa
Seed

SEED CORN FIELD PEAS

SEEDS FOR SALE—WANTED

White Clover
Orchard Grass
Tall Meadow Oatgrass
Ryegrass

Wm. G. Scarlett & Co.
Baltimore, Md.

The S. W. Flower Co.
WHOLESALE
FIELD SEED
MERCHANTS
SPECIALTIES
RED CLOVER, TIMOTHY
ALSIKE
TOLEDO
OHIO

A. W. SCHISLER FIELD AND GARDEN SEED COMPANY
53 Years Service Buyers and Sellers Bag or Car Lots
St. Louis, Missouri

ALFALFA SUDAN
SWEET CLOVER
FEED and SEED
MILLETS

THE CRUMBAUGH - KUEHN CO.
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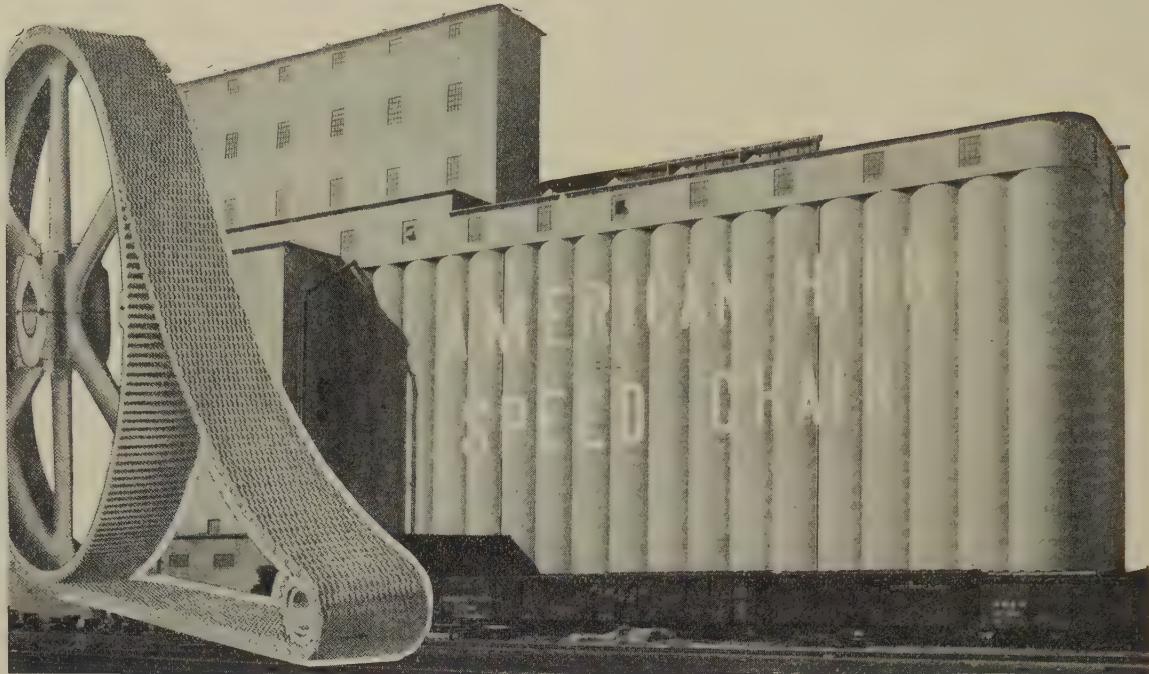
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value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

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LETTERS

on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

QUERIES

for grain trade information not found in the Journal are always welcome. Address "Asked - Answered" department. The service is free.

Entered at the Chicago, Ill., Post Office as Second-Class Matter, Aug. 5, 1898.

CHICAGO, OCTOBER 25, 1918

COUNTRY elevator operators are still waiting for a satisfactory method for dumping grain received in auto trucks.

FIRE and Accident Prevention Day will be observed thruout the country on Nov. 2. Why not make every day fire and accident prevention day in every grain elevator thruout the country? What do you say?

APPLICATIONS for permits to ship grain should be made separately for each kind of grain the dealer proposes to ship in order that his application may not be held up in its entirety because of a temporary embargo that may be in force against the movement of only one kind of grain.

ARTIFICIAL restrictions of the embargoes have a curious tendency to shift market prices out of line at different points, where ordinarily the only difference would be the freight. Two western markets recently were 16 cents apart on corn, where the usual spread is only a few cents. It is hoped the dislocation of grain traffic due to rail control will never reach the pass that recourse must be had to the wagon and truck.

WINTER WHEAT in most sections is getting a start that will carry it into the winter in excellent condition. May it emerge from the cold months with a running lead over every harmful factor sufficient to leave no opportunity for the members of the Crop Killers Union to promulgate their nefarious opinions!

THE several hundred millions of bushels of wheat remaining unsold in the Commonwealth of Australia will not long remain unsold when cargo space is available for moving it to European centers, and it is inevitable that the time will come when that vast surplus will exert a tremendous influence on the market value of American wheat.

IN arriving at a grain dealer's net profits the Food Administration has announced that no item may be included in the expense account which is not allowed by the Treasury Dep't in returns for Income Tax or Excess Profits Tax. A salary or compensation for services rendered by himself is one item which the owner of the business may and should include in the expenses of the business. It is recognized by the Treasury Dep't and by all competent accountants as a proper charge against the business.

NOT ALWAYS have the activities of the officials of the Food Administration shown a full understanding of the fundamental problems involved in the handling of grain, but their request that trading in barley futures be established in certain markets is conclusive evidence that they do recognize what the trade has known all along; namely, that trading in futures is necessary to the maintenance of free and unhampered dealings and that it automatically operates toward the stabilizing of prices.

COTTON PRICES do not need stabilizing any more than wheat. Left to their natural course cotton prices rose to a level that encouraged the Southern planter to grow the largest possible crop of this prime necessity of war. The same was true of wheat, which rose to \$3.50 per bushel before Hoover put it down to \$2.20. Cotton has sold around 35 cents per pound under the war stimulus, and we fail to see what the government would gain by putting down the price of cotton correspondingly to 22 cents per pound.

GRAIN DEALERS do business promptly. Trade organizations are so thoroly efficient that delays are not tolerated. The railroads cannot understand this thing of doing things *now*, so they take their own time about attending to such matters as the presentation of bills for demurrage. If more markets will follow the lead of Omaha and refuse to pay bills for demurrage unless they are presented with the freight bills it may have the effect of opening the carriers' eyes to their own shortcomings.

ONE Ohio grain dealer, who is favored with many good roads leading to his elevator has installed a heavy auto truck for delivering coal, and hauls grain from for the transportation. Such service should help the grain business so long as the dealer can collect fair compensation for the service rendered. But whenever grain buyers render this service free for the advantage of gaining the grain then it becomes a burden and a tax on the grain business.

WAS it not, to some extent, an exhibition of bad faith on the part of the Food Administration to announce its views regarding the "reasonable" percentages of profit for grain dealers so soon after the Milwaukee convention? Mr. Reynolds' statement, when he began his explanation to the convention of the work of the Advisory Com'ite was that it was being done with Mr. Barnes' express sanction. Presumably Mr. Barnes spoke for the Food Administration. But the announcement by the Administration was made much too soon for any careful and thoughtful consideration to have been given the views of the trade as expressed by those present at Milwaukee.

POSTAGE on applications for permits, it has been suggested by one zone agent of the Grain Corporation, should be paid by the shipper; that is, after the railroad station agent has completed the application for forwarding to the terminal the shipper should place the stamps thereon. We are pleased to inform the shippers that this is not the view taken by the Chicago Grain Control Com'ite, which has advised station agents that such applications are railway mail and do not require stamping by the shipper. This regulation is reasonable, as the permit application is railroad business after the station agent has been requested for cars, and the Chicago Com'ite will adhere thereto unless advised to the contrary by the regional director.

EVERY grain dealer's bookkeeping dep't will be called upon, about Jan. 1, to furnish to the Food Administration certain information regarding profits for the period Oct. 1 to Dec. 31. Blanks for making the report will be furnished by the Administrator, and tho it has not been announced just what questions will be asked one may be fairly certain that not many things will be left unasked. Will the bookkeeping dep't be ready? Those dealers who begin now to organize and to systematize their accounting system so that it will show, at all times, all the essential facts about their business will find themselves able to make out the report more promptly; and in the future they will derive benefits from the system that will outweigh any temporary inconvenience that its installation may cause.

WHEN is a "clipped" oat not a clipped oat? If you doubt it read carefully the report of the Chicago hearing on the tentative oat grades.

IT IS gratifying to find a claim agent or railroad man who is honest enuf and frank enuf to say, like the one whose statement is quoted in "Letters," this number of the Journal, that a "clear record car" can only be defined as "a car that does not leak and cannot leak." It will be noted that there is nothing in this definition to suggest that it is "a car on which the carrier's records show no report of a leak." When a few more claim agents get this sensible view of the matter the controversy about claims for loss of grain in transit will be in a fair way toward settlement.

LET IT not be forgotten that, in spite of the present general acceptance of a stabilized price on wheat, the law of supply and demand has not been abrogated; nor has it been proven that the operation of that law has been successfully suspended, even temporarily. The fact is, the law is operating in many parts of the world, and making itself felt most keenly, and only the combination of existing circumstances has made it possible for us to conduct our traffic in wheat without giving consideration to its principles. But there may come a time when we will be made to pay, with interest, for our present immunity and our attempt to set aside an economic law that because of the construction of the commercial fabric of the world has come to have much of the semblance of a natural law—as immutable as the law of gravitation itself. Even tho aeroplanes do fly, the force of gravity still maintains its usefulness intact.

VIOLATIONS of the rulings of the Food Administration appear to be very infrequent, but occasionally the revocation of a dealer's license is recorded because he has overstepped the line. It speaks well for the loyalty and intelligence of the grain trade that the percentage of violations has been so small; but why in the name of common sense do any violations occur? It is not necessary for one to admit that the regulations are just and for the best interest of all concerned in order that he may continue to observe the regulations. The courts, only, are legally competent to say that a regulation is unjust or not in conformity with the law, and the licensee who believes a ruling to be illegal has the privilege of taking his case to court for adjudication. But he gains nothing—not even the respect of his fellows who may feel his grievance an honest one—by attempting by trickery to evade the regulations. And it is not fair to his fellow licensees that the Food Administration should permit him to go unpunished.

Loading Shelled Corn.

Several years ago the Trunk Line Railroads agreed that loading a car with grain to within 30 inches of the roof should be accepted as loaded to capacity, irrespective of minimum weight, and the Buro of Markets issued posters designed to encourage shippers not to load shelled corn into cars above a line 30 inches from the roof.

The purpose of these different rules, regulations and recommendations was to facilitate samplers obtaining fair average sample of each car's contents. Every time a shipper so loads a car as to make it difficult or impossible for the sampler to obtain a fair average sample he contributes to the delay in the marketing of his grain.

The Chief of the Buro of Markets, in a letter published in this number calls attention to the fact that where shippers sell shelled corn by *grade* it is incumbent upon them to secure inspection, and that by overloading their car they prevent inspection and violate the Grain Standards Act.

Last July the United States Railroad Administration, in an effort to utilize every inch of box car capacity possible, induced the Buro of Markets to recall its recommendation that shelled corn be loaded not higher than within 30 inches of the roof and to permit shipments of shelled corn not loaded higher than 18 inches below the eaves of the car. This rule to prevail during the period of the war.

Shippers should keep in mind that this is the limit of maximum loading and they are requested but not required to load to that capacity by the railroad administration. However, they are warned against loading above the 18 inch line by the Buro of Markets.

Shippers who have not sold by *grade* the wheat and corn loaded, are not interested in its inspection, so are free to ignore the loading line, but the buyer who attempts to have the car's contents inspected may experience much difficulty in obtaining a satisfactory sample. It is extremely difficult for a sampler to push his tube thru more than five feet of corn if it is the least bit damp, but if he is confronted by six feet or more of damp corn and the car roof is crowding him down to the surface of the grain, it is next to impossible to obtain a fair average sample of the car's contents, and this must always be obtained before a clear certificate of inspection will be issued. Inspectors who issue certificates on door-way samples or insufficient evidence of quality, will be likely to lose their licenses.

Every shipper will protect his own interest and that of those to whom he sells his grain, if he will warn his loaders against loading any car above a line within "18 inches of the eaves" and he will

promote his own interest and all concerned, if he will make it 20 inches, because fewer cars will then be held for re-inspection.

Oats Moisture Test Not Wanted.

One point brot out at the recent hearings by the Buro of Markets on the proposed oats grades was that the moisture test is less than ever in favor with the producers and shippers of oats. In fact the only support for the test comes from a few buyers and from the Agricultural Department chemists who naturally desire some definite point at which to divide on the different grades.

Every grain inspection department and every up-to-date grain office should be equipped with a battery of moisture testers, for the information of the inspectors and the guidance of dealers and warehousemen, but any practical elevator man, as testified by the Food Administration inspector, is qualified and willing to put oats into store on his judgment of its keeping quality without a moisture test. Buyers have no use for the moisture test except as a technocality on which to reject a shipment on a declining market.

"Standard oats" should be retained instead of being thrown into the scrap heap in order to make an arbitrary numerical system, for "Standard oats" are a commercial warehouse grade. The consensus of opinion also seems to be that yellow oats have sufficient merit to stand in a grade by themselves, altho the Department chemists allege too many kinds will complicate the grades. As one man remarked at the hearing, "Why should we consider the inspection department?" It is nothing to the chemists that the shippers lose millions of dollars in demurrage waiting for the chemists to make their moisture tests.

So long as grading is done for purely commercial purposes it goes without saying that the grades should meet commercial requirements.

THERE CAN be no better evidence that a car leaked grain in transit than that furnished when its number and initial, together with a statement of the essential facts regarding the leak, appears over the signature of a grain dealer in the "Leaking in Transit" Dep't of the Journal. In the case of every car recorded in that Dep't the leak actually has been seen by a responsible, disinterested party. The facts are set down while the knowledge of them is still fresh, and in practically every case the one who saw the leak stands ready to make affidavit as to the leak he saw. Every dealer should make use of the Dep't, sending for publication the necessary data regarding the leaking cars he sees, and checking those recorded in each and every issue to learn whether any of his cars have been seen leaking by a brother dealer. Constant co-operation in this matter will save many dollars to the grain trade of the country, and encourage the railroads to supply better cars.

Legality of Railroad Lease.

A South Dakota grain dealer, whose communication appears in "Letters" this number, is seeking help from other South Dakota lessors of railroad right-of-way, to fight one of the most objectionable clauses now appearing in railroad ground leases.

It seems that our correspondent was once the possessor of a perfectly good elevator and coal shed. The railroad company covered it with sparks so that it was soon a heap of ashes and the fire was communicated to the property of others. The property owners last to suffer loss had not released the railroad company from liability for destruction, so suit was brought and they collected \$865 from the offending railroad. The railroad company as convincing evidence of its fair intent not only refuses to pay the elevator man for damages to his property, but insists that he shall make good the \$865 paid to other property owners, as result of fire communicated from the burning elevator.

Every elevator owner who has read one of the late leases, fully appreciates the broad gauged equity guiding the weasel-faced lawyer who was first mean enough to draw such an unfair lease.

Our South Dakota correspondent does not seem to blame the railroad company for having deprived him of a modern elevator and successful business, but he does resent being called upon to stand the damage done to the property of others.

If the fire, starting in his elevator, had burned up the town, no doubt the railroad company would still have insisted that he foot the entire bill, regardless of the fact that the fire was started thru the carelessness of railroad employees in not keeping their locomotive spark arrester in working order.

If the courts would uphold such an unfair lease, and relieve railroad company from responsibility for fires started thru the use of improper equipment, or carelessness on the part of employees then surely the railroads would have no reason to train their employees in exercising care, neither would they have any excuse for equipping their locomotives with devices designed to prevent the throwing out of live coals and the starting of fires. The upholding of such a clause would be quickly followed by a demand for more onerous conditions in all leases.

The acceptance of the present clause, by the owners of grain elevators located on railroad right-of-way, will surely result in more carelessness on the part of the railroad company, more fires and a higher rate of insurance against fire. The elevator men of the country have everything to gain by fighting this unfair clause in their leases and it would seem to be up to them to get together, raise ample funds and employ able counsel to knock out such a clause in their railroad ground leases,

even though it be signed by the elevator man.

One point which no judge can lose sight of is that where ground lease is signed after building is erected the owner of the building is really forced by duress to accept the terms of the railroad company, because the great expense of moving their elevators to private grounds is often prohibitive.

The Country Dealers Margin on Wheat.

It has been generally presumed that all country wheat buyers had a clear understanding of the price they were to pay farmers for wheat, and some of the dealers being in doubt as to the exact figure permissible under the price fixing edict of the President consulted their zone manager, and in some cases paid even more than the zone manager suggested was fair. Notwithstanding this action and disregarding the fact that no specific price had been named for country stations the manager of zone No. 11 on Oct. 8th issued a ruling to the millers and grain dealers of his zone in Illinois as follows:

"After careful consideration of the cost of handling wheat at country stations, and weighing well the most adverse with the most favorable conditions, it has been determined that any wheat bought on a lower basis than freight and eight cents per bushel under the most favorable zone terminal price returns an unfair profit, and all licensees (millers and dealers) are hereby instructed to immediately adjust their purchases from July 1, 1918, to date, to conform to this ruling."

In other words, the zone manager insists that country elevator men who have realized a gross handling profit in excess of 8c should refund the excess realized to the individual farmers.

A shipper whose most favorable consigning terminal is St. Louis and his freight amounts to 4½c per bushel would be expected to deduct 12½c a bushel. As the Government price of No. 1 at St. Louis is \$2.24 this would leave \$2.11½ as the minimum price to be paid to the farmer at that station.

Such retroactive rules must invariably cause much confusion and dissatisfaction with everyone concerned. Even the farmer will still doubt that he has been paid the full price. When the greatly increased cost of handling wheat is taken into consideration and the increased capital required for carrying the grain no country elevator man can afford to buy \$2.00 wheat and hold it for an indefinite period, bearing all the expense necessary to its safe and efficient marketing.

Had the Grain Corporation issued specific instructions to the grain dealers as to the exact profit they would be permitted to realize from their efforts before the crop started to move then some ruling requiring additional payments to wheat growers might be excusable. The

average country elevator man cannot afford to handle wheat at the present price for 8c gross handling profit, and what is more few of them will attempt it. Either they will ship it for the account of the farmers or consign it to their own agent in a terminal market and thus save the commissions. They will also refuse to pay farmers for wheat until shipments are settled for, thus saving the interest and draft expenses. Under the existing circumstances it is perfectly natural that the country elevator men have taken what they consider a living profit for handling wheat. The harsh demand of the zone manager that the dealer refund all taken in excess of 8c will force many elevator men to refuse to buy wheat. Most of them would much prefer that the Government take over their elevators and operate them for the period of the war.

It is generally recognized by all men of experience that grain dealers handling wheat of varying quality and under different conditions are fully entitled to more or less profit in keeping with their actual cost of handling the wheat. No other merchants are expected to do business on a profit of 4% and we doubt any will be content to do so long. A fixed margin per bushel could never be fair to all.

The country grain elevator operator has so many unusual difficulties to contend with and everything he does do costs so much more than under ordinary conditions that he is perfectly justified in taking a profit somewhat commensurate with the unusual risks and expenses confronting him.

The well attended meeting of Illinois dealers held at Springfield last Friday reflects a bitter resentment against the retroactive feature of the zone manager's ruling, and while it was proposed at the meeting that a delegation be sent to wait on Mr. Barnes it now seems probable that no such delegation will be sent. The matter is most unfortunate for all concerned and no doubt could easily have been prevented had the Food Administration given the country elevator men a clear understanding of what was expected of them last July.

Chicago Considering New Barley Grades.

The Chicago Board of Trade is reported to be contemplating making a change in the contract grades for barley deliverable on contracts for future delivery, and the Grain Com'ite of the Board of Trade and the Illinois State Grain Inspection Dep't now have under consideration the establishment of official grades for that grain. It is proposed that, when these grades have finally been decided and approved, they will be made the basis for the definition of grades of barley that may be delivered on future contracts.

Under the Illinois law any change in the state grades does not become effective until 120 days after it is announced and published.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Light on Rate Schedule Wanted.

Grain Dealers Journal: I should like to have a better knowledge of railroad freight rates as applied to car load shipment of grain. Of course I have had some experience in shipping grain but I do not feel that I understand all the tariffs and the schedules. Any suggestions you can give me will be greatly appreciated.—Sunflower.

Ans.—Freight tariffs and schedules are so involved it is difficult to comprehend the whole subject except by studying different features of it piece-meal. We would suggest that you read the different tariffs relating to grain shipping ruling and regulation and that you spend some time with the Grain Tariff No. 1, issued by Dept. of Traffic, Kansas City Board of Trade. If all shippers would study more thoughtfully all the tariffs issued by the railroads which they patronize, they would find it a very profitable occupation.

Sixty Days' Limit?

Grain Dealers Journal: In the Journal I notice an article about 60 days' shipment. Is there such a law compelling a person to ship out all grain within 60 days? I have not heard about it nor received any notification from the Food Administration to that effect.—New Firm.

Ans.—No dealer should undertake to do business without having studied the proclamation of the President Oct. 8, 1918, and the amendment effective Jan. 28, and the latest amendment, effective Sept. 23, particularly the last, known as "Special License Regulations" No. III, governing "Elevators and Dealers Handling Wheat, Rye, Corn, Oats and Barley," published elsewhere in this number.

Rule 2 provides: No wheat, rye, corn, oats or barley shall be received for or kept in storage by any licensee, other than for the United States government or some agency thereof, for longer period than 60 days without the consent in writing of the United States Food Administrator or his duly authorized representative.

How To Deal With Overbidding Competition.

Grain Dealers Journal: Recently I started in the grain business with a line company and a farmers co-operative company as competitors and have lost considerable money. It is almost impossible for me to get any grain from the farmers affiliated with the farmers elevator, or from any farmer, without paying one or two cents per bushel more for it. The only time I can get any grain on an equal basis is when the farmers elevator is filled up and then the farmers whine because I do not pay more than their own house and will haul me only just what they have to, waiting rather for the time the other elevator will be able to handle grain again.

If I must conduct my business mainly for the convenience of the farmers, the government and the public at large it seems to me I ought to be protected against loss. With storing and shipping facilities the way they are thruout the country an extra elevator in a town comes in pretty handy.

I have done and am doing business at a loss and unless conditions change I shall be compelled to quit handling grain.

It seems to me there ought to be a minimum to the margin grain is bot at. Under present conditions it is hard for the small dealer to compete with the large one. Line houses can make up the loss at one point by a larger margin at another, but an individual or independent man has no such recourse. In what way can I get redress?—Montana.

Ans.—Business can not be conducted at a loss for any considerable time and the one whose costs of doing business are greatest should be the first to drop out. Line companies are not in favor of doing business at a loss at any station, and the co-operative companies also are beginning to see that the handling of grain must be paid for whether done thru a farmers or an independent elevator. When three elevators are operated in a town where one or at most two could handle all the grain one of them or all must have so small a volume of business that the cost per bushel is excessive, when the proper course is for one of the companies to buy out the property of the others at a fair valuation.

Overbidding competitors leave the grain buyer no recourse, unless it can be shown that the purpose of the overbidding is to put the grain buyer out of business, when the victim could invoke the anti-discrimination law in certain states.

Who?

Grain Dealers Journal: What has become of Johnson & Son and the American Hay Co., formerly in business at Goshen, Ind.? Would it be possible to collect for hay shipped them by my father, now deceased, four years ago?—Michiganan.

Ans.—Many other shippers kissed goodbye to their claims long ago. The post-office refused to deliver mail to either firm, but stamped it "Fraudulent" and returned to senders. The Union Hay Co., of Goshen, is using postal cards bearing name of "Johnson & Son," and may be able to tell all about the old firms.

One of the Goshen hay companies within in the past year was deprived of its license by the U. S. Food Administration for profiteering, having refused to ship hay on contract to the Southeast, and subsequently offering the same buyer hay at a higher price, the market having advanced.

Damages for Breach of Contract?

Grain Dealers Journal: Seller ships car of corn that does not grade according to contract. Buyer notifies seller that corn does not grade according to contract and that he can not use. Seller notifies buyer to handle corn for his account and that seller will protect buyer from loss. Buyer refuses to do so the he holds B/L. Buyer allows railroad to sell corn for charges and sues seller for amount of draft paid. Is seller liable for the full invoice price of corn or for such damages as buyer would have sustained had he acted on seller's advice and handled for his account?—Bower-Venus Grain Co., Muskogee, Okla.

Ans.—The complication disappears from this transaction when it is considered that seller breached his contract when he failed to deliver the grade of corn specified. No duty rested on buyer to handle the corn. By paying draft buyer did not accept corn, but simply became a creditor of seller, who is bound to reimburse him.

As the transaction stands buyer has a claim against seller for the amount of the draft and whatever damages accrued by reason of seller's failure to deliver. It is assumed that buyer was willing to surrender B/L if reimbursed the amount of the draft.

The rule of law that a buyer must minimize the damages as much as possible does not apply, as buyer gave notice that he could not use, and consequently the handling of the shipment on seller's advice does not enter into the question of the amount of damages. The fact that his corn failed to grade does not authorize the seller to saddle any of the loss or expense

upon the buyer. Following are some decisions on buyer's measure of damages.

The measure of damages for a seller's failure to deliver the goods contracted for is the difference between the market price and the contract price on the date of the default at the place of delivery.—Ladoga Canning Co. v. Corydon Canning Co., Appellate Court of Indiana, 98 N. E. 849.

The damages for breach of contract to supply goods which may be purchased on the market is limited to the difference between the contract price and the market price at the place of delivery, unless it appears from the terms of the contract that some other damage is liable to result from the failure of the seller to comply with his contract. — Bushnell v. King, Supreme Court of Iowa, 118 N. W. 407.

Where, after breach of a seller's contract to deliver goods, the buyer, who had contracted for resale of the goods, at an advanced price, was unable to obtain other like goods in the open market, he was entitled to recover profits lost thru the seller's breach of contract.—F. W. Kavanaugh Mfg. Co. v. Rosen, Supreme Court of Michigan, 92 N. W. 788.

Unfair Competition.

Grain Dealers Journal: In my town we have a general merchant who takes orders from the farmers for bran and middlings and has them shipped in and lets the farmers have them at very near cost. He also gets flour in car for his store.

He has no warehouse at all and I would like to know if he has a right to furnish farmers feed from the car door.—Wisconsin Dealer.

Ans.—Every dealer must have a license. The general merchant doing business in this irregular way probably is overlooking some of the numerous requirements of the Food Regulations and will lose his license if the attention of the authorities is called to his possible violations.

Right to Deduct Natural Shrinkage.

Grain Dealers Journal: What is the situation regarding the $\frac{1}{8}$ of one per cent shrinkage, whether or not it is right for us to make this deduction?

The claim agent of the Chicago & Alton Railroad writes us—

"We have before us 18 claims which you have filed for alleged shortages of grain on various cars. These are covered by your numbers 156 to 171, inclusive, also claims 178 and 188. In all of these claims you have failed to deduct the usual $\frac{1}{8}$ of one per cent for natural shrinkage. "We will thank you if you will amend each one of the respective claims referred to above in line with this usual requirement. When this is done we will be glad to adjust all of these claims on their respective merits, just as soon as it is possible for us to get together the necessary facts to do so."

Where do the railroad companies get their authority to deduct anything whatever from the weight of grain loaded into the car?—Stanard-Tilton Milling Co., Alton, Ill.

Ans.—The carriers have the natural shrinkage deduction in their tariffs, but it is unlawful and has been ruled against by the courts, whenever tried, and the leading grain companies of Minneapolis, Kansas City and Chicago have a suit in the Superior Court of Cook County, Illinois, in which all the facts are set forth, so that a decision will act as a precedent barring natural shrinkage thereafter.

The Nebraska District Court ruled against the C. R. & Q. R. R. Co. on natural shrinkage.

The Supreme Court of Illinois, in Shella-barger Elevator Co. v. Ill. Cent. R. Co., 116 N. E. 170, held

"Natural Shrinkage Deduction Contrary to Public Policy.—A provision of a B/L exempting the carrier from liability for differences in the weights of grain caused by natural shrinkage or discrepancies in elevator weights, is contrary to public policy, so as not to be permitted by the Uniform Bs/L Act, in view of Const. art. 13, sections 4, 6, and act of Apr. 25, 1871, sec. 1, (Hurd's) Rev. Stat. 1915-16, c. 114, sec. 118 which were adopted to prevent loss to grain shippers occasioned by delivery by carriers of smaller quantities of grain than were shipped."

If claimants were assured of a prompt settlement there might be something gained by agreeing to this deduction from the amount to which they are justly entitled; but as there is no prospect that claims will be paid at an early date, it is advisable to hold out for the full amount due from the carrier.

Split Certificates.

A. W. Herger, assistant in grade standardization, Washington, D. C., is going the rounds of the terminal markets soliciting information on how to check up poor work by federal licensed inspectors when grade of the grain in question is covered by a split certificate.

It has been made to appear that the bankers were interested in some change on account of losses sustained but the bankers report comparatively no trouble from this source and are willing to work under the present system. Buyers and sellers, shippers and receivers also find the present system a great convenience.

The U. S. Dept. of Agriculture, however, is willing to prohibit the use of the certificates in order to make easier its own work of placing the responsibility on federal licensed inspectors who are careless and negligent.

At the Chicago conference Mr. Herger learned that the form of fractional certificate and method of handling suggested by the Department did not offer the grain handlers the same facilities and still retained the possibilities of error by the forwarding agents. Following is the form of split certificate suggested by the Department:

Fractional Cargo Service.

Minnesota State Grain Inspection Department.

This is not an Series No. —
Inspection Certificate.

Duluth, Minn., —, 191—.

This is to certify that there has been duly issued by this Department an inspection certificate as per copy set forth on the reverse side hereof; that on the — day of —, 191—, said original certificate was duly surrendered by the holder thereof, and now comprises a portion of the permanent records of this Department, with the request for issuance, in lieu thereof, of Fractional Cargo Service Certificates in number and for the amounts of grain so inspected, as follows:

8 cargo service certificates for 10,000

bushels each,
1 cargo service certificate for 80,000
bushels each,
that such fractional cargo service certificates, each of this series, have been issued accordingly, and that this certificate comprises one of said series to the amount of 10,000 bushels.

Chief Inspector Minnesota State Grain Inspection Department.

By _____
Chief Deputy.

A. Stamford White Is Called.

The death at this juncture in its affairs of President A. Stamford White is most unfortunate for the Chicago Board of Trade, qualified as he was by personal worth, training and experience to give the U. S. Food Administration a correct insight into all branches of activity on a great commercial exchange.

While at Washington recently to interview Mr. Hoover on the business of the Board of Trade Mr. White contracted Spanish influenza, which on his return home Oct. 3 developed into pneumonia, resulting in his death Oct. 24.

Mr. White was born at Liverpool, Eng., in 1851, and began his business career with S. White & Co., one of the largest distributors of pork, lard and ribs in the United Kingdom. On account of the leadership of Chicago in the provision trade he removed there in 1881 and forming the firm of A. S. White & Co., joined the Board of Trade in 1882. He was a director of the Board from 1905 to 1907, and served a term as president in 1910. He was a director of the Quaker Oats Co. and of the Chicago Savings Bank & Trust Co.

He was married in 1887 to Miss Florence Broomhall, at Birkenhead, Eng., who survives him, with a daughter, Mrs. H. Earl Hoover, and a son, A. Stamford White, Jr.

Philanthropic and church work interested him. He was a member of the board of managers of the Y. M. C. A. and trustee of the Chicago Home for Boys, a member of four leading clubs, and chairman of the Western British Commission of the Prince of Wales fund.

The feeling of his fellow members is expressed in the following tribute by John R. Mauff, sec'y of the Board of Trade:

Mr. A. Stamford White, our beloved President, sacrificed himself thru a desire to be of assistance to the United States Food Administration in the superhuman task of conserving and distributing the food commodities, in such manner as to insure a sufficiency for our people and our Allies, during the most critical period of the war.

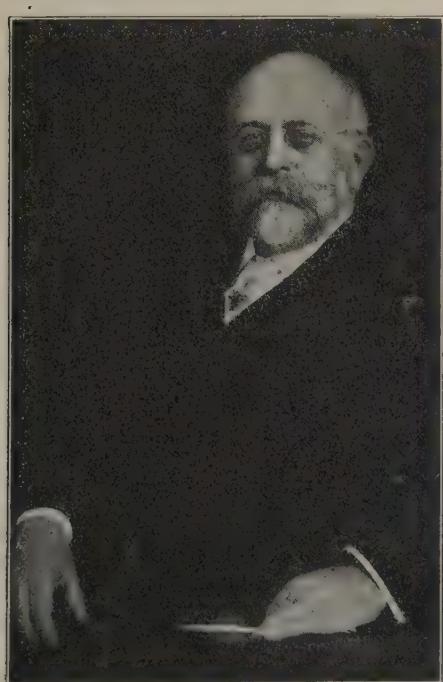
He accepted the office of President of the Board of Trade with full knowledge of what it meant; untiring effort and a complete indifference to personal welfare and comfort.

His last official act necessitated a trip to Washington and a personal interview with Mr. Hoover, during the influenza period, and contrary to the personal arrangements he had made to be with his family.

He cheerfully and voluntarily responded to the call, that had solely to do with our relations with the Food Administration and the good of the cause.

We lose a leader whose influence was always towards higher things in business and whose personality and memory will never die among those who were his friends and close associates.

FOR SHIPMENT via the barge canal the Buffalo office of the barge canal management took 350,000 bus. of wheat during a recent week, and it is soon to be loaded into 40 boats. It is reported there will be wheat enough offered for movement to keep the canal busy during the remainder of the season.



A. Stamford White, Pres. Chicago Board of Trade, Deceased.

The Soldier's Angelus.

[At exactly 12 o'clock, noon, each day a great gong sounds in the Exchange Hall of the Chicago Board of Trade and for one solemn moment all trading is suspended, the hundreds of telegraph instruments are quieted and every head is bowed in prayer for the well-being and success of our boys of the Army and Navy overseas.]

Within the clam'ring, fev'rish, swirling trading pits
Where eager, striving men do daily battle with their wits
For where-with-all to keep the baby dimpling, fair
And trust ashining in the eyes of dear ones in their care.
Within this greatest mart of trade whose walls, in smoky robe
Echo with the buying calls of men from all the globe,
Now glory in two thousand names of soldiers, bound to win,
A sacrifice which makes appeal above resounding din
Of clicking keys, and men who shout for more of corn and oats—
A boist'rous Babel, raucous from a thousand throats.
The blue-frocked, fleeting messengers each racing, all alone
Quite suddenly, at just high-noon are carved in moveless stone,
At sound of Soldier's Angelus, at clang of a bell
They stop astride, and pray that brother may keep safe and well.
The man with arm flung round the shoulders of his friend,
Just lets it lie, while each in reverence bend.
The man who used to scoff at God, now prays for his own boy,
The man who long has chummed with God, is all aglow with joy.
That hushed and holy moment, vibrant and divine is made
I think the angels paint that scene where it shall never fade.
And who shall say but that each boy may feel and see
That loving prayer of dear old Dad throughout Eternity!

—Myrtle Dean Clark.

Autocratic Wheat Buying Schedules.

A bulletin issued recently by the St. Louis office of the Food Administration Grain Corporation relative to complaints of unjustified wheat buying schedules in certain sections of Illinois states that the following ruling has been made:

"After careful consideration of the cost of handling wheat at country stations, and weighing well the most adverse with the most favorable conditions, it has been determined that any wheat bought on a lower basis than freight and 8c per bu. under the most favorable zone terminal price returns an unfair profit, and all licensees (millers and dealers) are hereby instructed to immediately adjust their purchases from July 1, 1918, to date, to conform to this ruling.

"For example: Suppose a shipper's most favorable consigning terminal is St. Louis, and his freight figures 4½c per bu. Add 8c gross handling profit, making 12½c, which, deducted from \$2.24 (the government price on No. 1 wheat at St. Louis), leaves \$2.11½ as the minimum that may be paid under this ruling for No. 1 wheat at that station. Any purchases under that price must be adjusted by further payment to the farmer.

"This per bushel payment is to be made on all wheat purchases, for if a licensee has been out of line on his No. 1 wheat, he has been equally out of line on his lower grades. In conclusion, immediate compliance is expected. Failure to comply will result in recommendation for cancellation of license. This office believes such action will never be necessary, but is prepared to take it, should occasion demand."

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Two Large Cars of Oats.

Grain Dealers Journal: I have read the reports of large cars of oats, and desire to submit the following record: Last January while working at Akron, Ill., for the S. C. Bartlett Co. I loaded 114,730 lbs. or 3,959 bus. 10 lbs. of oats into a 100,000-lb. capacity car, and 92,000 lbs. or 2,875 bus. into an 80,000-lb. capacity car. These cars both went to Peoria, Ill.—A. C. Parks, Macomb, Ill.

Auto Truck Dump Needed.

Grain Dealers Journal: I have been watching the Journal for some months in hope of seeing whether or not some dealer would bring forth a practical, successful Auto Truck Dump. To my way of thinking the combined Truck Scale and Dump requires too much time and labor to install and it is too expensive for the ordinary country elevator.

We have many trucks bringing bulk grain to our elevators and all are too long for our scales. Shoveling the grain from the truck boxes is slow work and extremely tiresome if many trucks come the same day. As soon as anything is provided along these lines we hope that you will publish complete description.—Yours with a lame back.—Geo. Moore.

The Grain Dealers' Profit on Wheat.

Grain Dealers Journal: In view of the position recently taken by the Food Administrator of St. Louis charging Illinois grain dealers with profiteering on wheat, it is interesting to note that the profit actually realized by most of them is much below the figure authorized by the county food administrator before the crop started to move. I quote the following from the Lincoln (Ill.) Evening Star of July 18, 1918:

U. S. BOARDS IN EXPLANATION OF PRICES OF WHEAT.

Through the office of the County Food Administrator comes some interesting information which the farmers have in many instances been seeking, regarding the apparent difference of 23 cents between the price the government pays per bushel for wheat and that which the farmer receives from the elevator man.

The explanation is concise, showing in detail wherein the expense comes and "where the twenty-three cents goes," which is the question so often asked by the farmer. The figures given below are the result of careful investigation and are in many cases decidedly the minimum amount as in the instance of "difference in grade" listed at .0150 per bushel, which in several specific examples has amounted to nearer 10 than 1 cent. The figures compiled are:

Per bu.	
Freight 11 1/4 per 100 lbs.....	.0690
Commission at Chicago 1 per ct.....	.0223
Loss in weight in elevators and cars.....	.0223
Handling expense, labor, power, ins., etc.0200
Difference in grade.....	.0150
Dockage, 1 per cent.....	.0223
Interest on drafts, weighing, inspection, tax0100
Profit for country elevators.....	.0500

Total 2309
Most of the figures are self-explanatory and appear fair enough to all persons concerned. The price of \$2.26 paid at terminal market for wheat applies to No. 1 North-

ern, the wheat raised largely in the two Dakotas, Wisconsin and Minnesota. The only price with which the farmers of central Illinois are concerned is \$2.23, which is paid for No. 2 red and No. 2 hard, the kind of wheat raised in this locality.

Now many grain dealers are asked to refund profits in excess of 8 cts., which is not enuf to cover the handling expenses of many.—M. M. F.

Regarding Freight Claims.

Grain Dealers Journal: At the beginning of government control of the railroads, I was of the opinion, and so advised our Railroad Commission and some of the authorities at Washington, that the railroad people would take advantage of the situation, and try, under government control, to relieve the railroad business of everything they would like to have eliminated, and let the government stand the blame, as they are, no doubt, looking to the future when the railroads will be turned back to them.

Of course, we are told that they are not now railroad men, but government officials, but from their action I am sure that they are more railroad men than they are government officials, and have more interest in railroads affairs than they do in the government or winning the war, and that they have manipulated matters to a nicety.

For instance, they have given us J. L. West and Gentry Waldo for the Southwestern Freight Com'ite, and it is a well known fact that it developed in the many hearings and procedure in what is known as the Shreveport Rate Case, that they are the most prejudiced railroad men against the shippers' rights in the business, and in this reduced freight on feed, have developed their same old prejudice against the right of the public, and especially against the grain man.

Those who attended the last annual meeting of the Texas Grain Dealers Ass'n at Galveston will remember the address delivered by W. D. Bell, sec'y of the Southwestern Claim Conference, and the agreement when he was asked if that Conference would appoint a com'ite to treat with our com'ite in this matter. Mr. Bell was taken seriously ill soon after, and the Conference did not appoint the com'ite.

Our com'ite, composed of President Priddy, of Wichita Falls, B. E. Clement, of Waco, and myself, was active in attempts to arrange for the appointment of the railroad com'ite, and the conferences, and in a letter written by Mr. Bell to Pres. Priddy on Sept. 6 he goes into the matter fully. Some of his statements follow:

"Your letter of June 24 enclosing copy of a letter from Mr. Clement, also a copy of letter addressed to Mr. Aishton, relative to the payment of claims for shortage of grain in transit.

"The status of this question, so far as I know, is absolutely unchanged. There have been no orders promulgated by the Director General or any of the Regional Directors prohibiting the non-payment of claims for loss of grain from clear record cars. Doubtless Mr. Clement refers to a letter he saw in this office written by Mr. John Barton Payne to Mr. R. H. Aishton, quoting to use his words 'suggestions made by one of the best claim agents.' These suggestions covered numerous classes of claims, among which were grain claims. The claim agent's view was that claims on clear record cars should not be paid. Neither Mr. Payne nor Mr. Aishton have ever told the railroads that they should follow the suggestions made by this particular claim man.

"Obviously, claim for loss from clear record cars should not be paid, but in making such a statement the term 'clear record car' should be clearly defined as one that cannot leak and does not leak. The only way that this can be determined is to handle every case on its own individual

merits and everything in connection with the movement of that particular car should be considered. This includes

"1st—The cooperage of the car for the load.

"2nd—The inspection of the car at the loading point.

"3rd—The installation of grain doors.

"4th—The condition of the elevator scales at the loading point.

"5th—The actual performance of the weighing of this particular shipment.

"6th—The transit record of the car.

"7th—The condition of the elevator scales at destination.

"8th—The actual performance of the weighing of the particular shipment involved.

"9th—The class and kind and result of the mechanical inspection made at destination.

"Consideration of an investigation developed along the above lines by reasonable parties on both sides of the question can in 99 cases out of every 100 reach a satisfactory agreement.

"Personally I had hoped that we would be able to get together on this troublesome question and I think the ideas expressed in your letter, if adopted, would go a long way towards the settlement of the subject in question.

"The Southwestern Claim Conference did not hold its regular quarterly meeting in July, but it now seems probable that the Conference will hold its annual meeting next month. This entire question is before them. Just what action they will take, I am unable to say."

It will be noted that Mr. Bell states that no order has been issued requiring railroads to refuse to pay claims for loss of grain from what are termed "clear record cars," and this, it seems to me, is a very important statement, coming from a railroad man in Mr. Bell's opinion.—H. B. Dorsey, sec'y Texas Grain Dealers Ass'n, Fort Worth, Tex.

Asks Help to Fight Railroad Lease.

Grain Dealers Journal: Having been a lessor of railroad ground for elevator and coal sheds, to my sorrow, I wish to call the grain dealers' attention to certain clauses in their ground lease which are designed to relieve the railroad from the consequences of its own negligence and that of its employees.

The C. M. & St. P. Ry. has a ground lease which contains a clause, making the lessor of the ground liable for any damage to his own property or by fire communicated from his property to the property of others, where it is started by sparks from the railroad company's locomotive. In other words, if your elevator is located on railroad ground and is set afire by sparks from the railroad company's locomotive you will not be able to collect any damages for your own property, but you will also be liable to others for any damage to their property resulting from the fire.

It seems to me that such provision in a ground lease is contrary to public policy, because it virtually absolves the railroad company from the consequences of any negligence on the part of itself or its employees, and in the interest of the public at large such leases should be declared void.

This point was once passed on by a circuit court of Bonhomme county and the judge held that this clause of the lease should be sustained. No appeal having been taken from this decision, it may be that our local judge will hesitate to render a different decision. As I understand it the Supreme Court of the State has not yet passed on the legality of that clause in the ground lease.

I have a case pending in the Bonhomme county court which bears directly on this clause in the lease. Four years ago I owned and operated a grain elevator on the C. M. & St. P. Ry. My elevator was set on fire by sparks from a passing loco-

motive and burned to the ground. At the same time property belonging to other parties was destroyed, and the railroad company now claims that it was compelled to pay the other parties \$865 for their losses. It now asks me to make good their losses and has sued me in the Circuit Court. If the railroad company is given a favorable decision it will encourage and assist it and other railroads, to force the same unfair conditions upon all other lessors of building sites on railroad right-of-way. I will fight this case in the Circuit Court, but if I lose the elevator and coal men of the state should carry the case to the Supreme Court. At present I do not hold a railroad ground lease, and do not expect to, so that others are really more interested in getting a final decision than I am.

Owners of buildings on railroad right-of-way in South Dakota are especially interested, because a decision of the state Supreme Court would control the matter in this state, unless the state legislature should afterwards enact a law to the contrary.

If grain dealers would read their leases they will quickly discover the objectionable clause. If the grain dealers and others owning buildings on the railroad right-of-way desire to fight this clause thru the courts, I would be glad to have them make use of my case. As I understand it would cost about \$500 to carry it up to Supreme Court and my attorneys must know what will be done before my case comes up here.

Dealers who doubt the force of this clause should read it over carefully and then show it to some lawyer not tied to a railroad. Any suggestions will be thankfully received.—C. J. Dickson, Scotland, S. Dak.

Shelled Corn Should Be Loaded Within 18 Inches of Car Eaves.

Grain Dealers Journal: Reference is made to an article appearing on page 469 of the Sept. 25 number of the Grain Dealers Journal relating to the charges that samplers at official inspection points are pushing in the top boards of grain doors and failing to replace them so that the heavily laden box cars soon lose some of their grain as the result of the removal of this protecting board, and the shifting of the car.

At this writing this Buro has no specific information on the seriousness of this reference, but Federal Grain Supervisors in the field will be instructed to make a thoro report as to the nature and extent of this condition.

As outlined in a notice to shippers of shelled corn, dated July 15, 1918, an agreement between this Department and the United States Railroad Administration has been reached, whereby the maximum loading of railroad cars with shelled corn is placed at within 18 inches of the eaves of the car in order to permit of the necessary sampling of the grain. Prior to the entrance of the United States into the war, this Department distributed a poster headed "Get High Grades for your Corn," in which it advocated the loading of shelled corn not higher than within 30 inches of the roof of the car. In view of the agreement, however, with the Railroad Administration, this advice has been withdrawn for the period of the war.

You are undoubtedly aware that under the United States Grain Standards Act

it is incumbent upon the shipper of grain sold by grade and shipped in interstate commerce from or to an inspection point, to secure inspection. Furthermore, each licensed inspector must inspect, grade and certificate the grade of any grain mentioned in his license, the inspection and grading of which is required under the Grain Standards Act (at the present time wheat and shelled corn only) if such grain be offered during the customary business hours for inspection and grading under conditions which permit the taking of a representative sample and the determination of the true grade of the grain. If the grain inspector finds it impossible to secure a representative sample of the lot of grain tendered him for inspection and grading under the Act, because of his inability to get into the car, the grain is obviously not made accessible for proper sampling, and under section 11 of regulation 2 of the Rules and Regulations of the Secretary of Agriculture under the United States grain standards Act, such inspector would not be required to perform inspection.

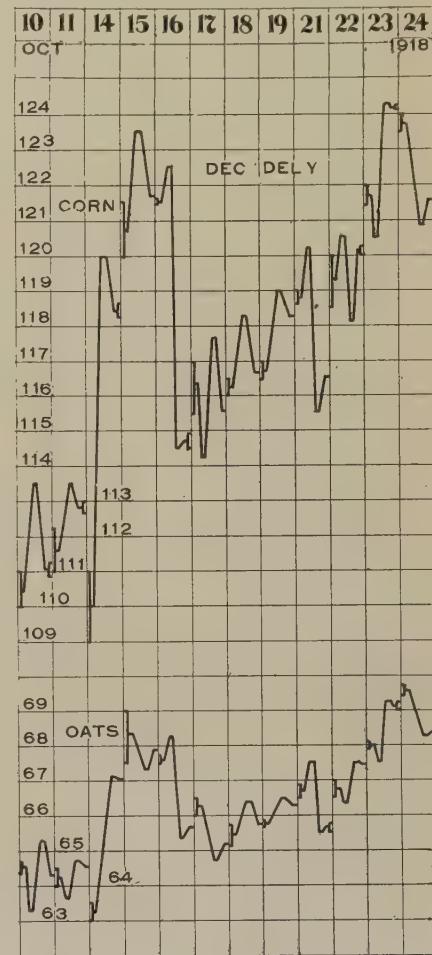
Inability to secure inspection of such shipments under the Act, moreover, results in a violation of the Act on the part of the shipper. It would seem that the solution of the difficulty lies in the proper attention on the part of the shipper to the loading agreement publicly announced July 15. It is felt that in cases where grain is so loaded to make it necessary to board the car doors almost to the roof so the sampler must break in the top boards of the door to secure entrance into the car, the shipper is not abiding by the agreement. Moreover, cars loaded in accordance with the agreement, and properly coopered at the time of loading so as to allow approximately 12 inches of space between the top of the grain door and the eaves, would permit samplers to enter.

This matter is directed to your attention inasmuch as it is believed that thru the columns of your journal you are able to call to the attention of interior shippers and dealers the importance of the notice issued by this Department under date of July 15, 1918, and that where grain is properly loaded to within 18 inches of the eaves of the car, the grain door can be so placed as to protect the contents from loss thru leakage, and at the same time permit of the necessary sampling.

This Department is of the opinion that shippers who abide by the notice are also complying with the desires of the Railroad Administration for the maximum loading of cars and should suffer no injury in the form of difficulty in securing their quota of rolling stock.—Very truly yours, Charles J. Brand, Chief of Buro of Markets, Dept. of Agri., Washington, D. C.

Chicago Futures

Opening, high, low and close on corn and oats for the December delivery at Chicago for two weeks past are given on the chart herewith.



CONTRACTS have been awarded by the Railroad Administration for 6 towing steamers and 40 steel barges for use in the Mississippi and Black Warrior Rivers. The total price was \$6,170,000 and deliveries are to begin 2 months after steel is received by the builders and to continue for 12 months after that time. The barges will have a carrying capacity of 2,000 tons each in 8 feet of water. These are the first steamers and barges ordered by the Administration for the Mississippi-Warrior projects, which are designed to relieve railroads of part of the carrying burden in the middle west and south.

Daily Closing Prices.

The daily closing prices of oats and corn for November delivery at the following markets for the past two weeks have been as follows:

NOVEMBER OATS.

	Oct.											
Chicago	64 1/2	65 1/4	67 3/4	68 1/2	66 3/4	65 3/4	66 3/4	67	66 3/4	68	69 1/2	68 1/2
Minneapolis ..	61	60 1/2	62 1/2	64 1/4	62 1/2	62 1/4	62 1/2	62 1/2	63 1/2	62 1/2	64 1/4	65 1/2
St. Louis.....	66 1/2	66 1/4	68 1/2	69 1/4	67 1/2	66 1/2	66 1/2	67 1/2	67 1/2	67 1/2	69 1/2	70 1/2
Kansas City....	65	65 1/2	67 1/2	68 1/2	66 1/2	65 1/2	66 1/2	66 1/2	66 1/2	67 1/2	69 1/2	69 1/2
Milwaukee	64 1/2	65 1/4	67 1/2	68 1/2	66 1/2	65 1/2	66 1/2	67	66 1/2	68	69 1/2	68 1/2
Winnipeg*†	80	79 1/2	82	81 1/4	81 1/2	82 1/2	75 1/2	75 1/2	77 1/2	79 1/2	79 1/2	78 1/2

NOVEMBER CORN.

Chicago	112 1/2	113 1/4	121	124 1/4	122 1/2	121 1/4	122 1/2	120 1/4	123 1/2	127 1/2	125 1/2
St. Louis.....	117	118 1/4	123 1/2	127 1/2	120 1/2	122 1/2	124 1/2	122 1/2	125 1/2	129 1/2	127 1/2
Kansas City....	118 1/2	120 1/2	128	131 1/2	124 1/2	125 1/2	126 1/2	127 1/2	125 1/2	128	132 1/2
Milwaukee	112 1/2	113 1/2	121 1/4	124 1/4	117 1/2	119 1/2	121 1/4	122 1/2	120 1/2	123 1/2	127 1/2

*October. †December oats after Oct. 18.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

COLORADO.

Holyoke, Colo., Oct. 10.—Crops in this section are of the best on record.—Reimer-Smith Grain Co., Paul Reimer, mgr.

ILLINOIS.

Warrensburg, Ill., Oct. 21.—There is an increase of about 25% in the acreage sown to wheat this fall.—Victor Dewein.

INDIANA.

Bicknell, Ind., Oct. 10.—Some new wheat up and looking well. Corn drying well, but down badly causing much damage.—O. L. Barr Grain Co.

IOWA.

Midland sta. (Rock Rapids p. o.), Ia., Oct. 10.—Threshing nearly all done. Corn drying rapidly and some farmers are picking. We find the corn is in much better condition now than at any time last fall.—The Quaker Oats Co.

Rodney, Ia., Oct. 11.—A good rain the night of the 9th will bring the fall wheat up in fine condition as it has been dry and some of the wheat would not sprout, while some farmers did not sow, fearing it would not come up this fall. This seeding will proceed now.—A. B. Doolittle, agt. Armon Grain Co.

Bode, Ia., Oct. 10.—Corn picking will commence next week. A fine crop is in sight, the yield being estimated at from 60 to 70 bus. per acre.—H. M. Johnson, Davenport Elvtr. Co.

Belmond, Ia., Oct. 21.—Farmers have begun to husk corn in this section, and most of them are at it now. The corn is in good condition.—E. T. Lyons, agt. Quaker Oats Co.

KANSAS.

Larned, Kan., Oct. 16.—The growing crop on the Larned Branch of the Mo. P. is in fine condition, barring small damage from grasshoppers.—T. H. Urlin, agt. Rea-Patterson Mfg. Co.

Walker, Kan., Oct. 21.—A great amount of damage is being done to the growing wheat by grasshoppers. Hundreds of acres will have to be re-sown.—Walker Grain Co.

Trousdale, Kan., Oct. 15.—Ninety per cent of this year's wheat has been marketed. Very little old corn in the country.—J. W. Martin, agt. Consolidated Flour Mills Co.

Trousdale, Kan., Oct. 15.—A large acreage of winter wheat sown this fall and it is looking fine. A small percentage of it damaged by grasshoppers but it will be re-seeded later. Soil in fine condition. Corn crop is very poor, yielding from 5 to 15 bus. per acre.—J. W. Martin, agt. Consolidated Flour Mills Co.

Exports of Grain Weekly.

	Wheat	1916-7.	1915-6.	Corn	1916-7.	1915-6.	Oats	1916-7.	1915-6.
Tot. July 1-June 29.	118,054,000	283,401,000		33,226,000	54,074,000	132,498,000	120,160,000		
July 1-9.	1918-9.	1917-8.		910,000	420,000	2,187,000	4,799,000		
July 6.	539,000	4,399,000		731,000	927,000	1,841,000	2,351,000		
July 13.	382,000	8,107,000		571,000	936,000	2,482,000	3,800,000		
July 20.	144,000	4,964,000		103,000	1,302,000	2,581,000	3,296,000		
July 27.	413,000	2,424,000		219,000	833,000	2,614,000	3,684,000		
Aug. 3.	543,000	4,757,000		182,000	994,000	1,656,000	3,442,000		
Aug. 10.	1,419,000	4,670,000		673,000	572,000	1,437,000	1,914,000		
Aug. 17.	1,809,000	4,224,000		135,000	53,000	1,438,000	2,741,000		
Aug. 24.	3,504,000	2,288,000		253,000	529,000	1,027,000	3,722,000		
Aug. 31.	2,938,000	2,799,000		153,000	287,000	1,125,000	1,361,000		
Sept. 7.	3,452,000	3,338,000		375,000	1,066,000	2,356,000	4,890,000		
Sept. 14.	3,739,000	3,903,000		145,000	132,000	3,657,000	3,512,000		
Sept. 21.	4,409,000	1,557,000		289,000	172,000	2,914,000	2,682,000		
Sept. 28.	5,088,000	2,340,000		153,000	542,000	2,704,000	4,801,000		
Oct. 5.	5,532,000	2,379,000		52,000	247,000	2,429,000	6,398,000		
Oct. 12.	4,078,000	4,293,000		38,000	87,000	4,478,000	3,500,000		
Oct. 19.	4,200,000	2,429,000		5,982,000	9,099,000	36,936,000	56,893,000		
Totals	42,189,000	58,863,000							

MINNESOTA.

Forest Lake, Minn., Oct. 14.—We have the biggest grain crops this year we have ever had.—E. J. Hoele.

MISSOURI.

Fairfax, Mo., Oct. 21.—Corn is in good condition. Wheat looks fine after late rains.—L. Horstmann.

Mountain Grove, Mo., Oct. 21.—Wheat acreage is larger than ever before, and the growing crop is looking fine. Light crop of corn.—McEwen Grain Co.

NEBRASKA.

Tobias, Neb., Oct. 16.—Crops of all kinds are short. Corn and oats being shipped in for feed.—H. G. Otto.

Campbell, Neb., Oct. 19.—We had a nice 1" rain here last night, and it was needed as the wheat was coming up only in spots. Farmers are just starting to gather corn. Quality is good, but very poor yield.—Gund & Everling, Fred H. Seors, mgr.

Kansas City, Mo., Oct. 23.—In a letter dated the 22nd, William Craig, of Blue Springs, Neb., writes us that that section has had gracious rains the past 10 days which will give the young wheat a boost.—W. S. Nicholson Grain Co., Robert Nicholson.

NORTH DAKOTA.

Hamberg, N. D., Oct. 13.—Crops in this territory were badly damaged by hail.—Hamberg Grain Co.

Kenmare, N. D., Oct. 11.—Wheat in this locality averaged about 4 bus. per acre.—Edw. Loader, agt. Occident Elvtr. Co.

OHIO.

Columbus, O., Oct. 10.—Condition of corn on Oct. 1 was 76% of normal, and total production of 135,420,000 bus. is forecasted, compared with 150,100,000 bus. last year. The quality of the crop this year is much better. Average yield of winter wheat was somewhat better than 19 bus. per acre, producing 38,722,000 bus., compared with 41,140,000 bus. last year. Fall seeding of wheat is progressing favorably, much of it being already up. Average yield of rye was 17 bus. per acre, producing 1,652,000 bus., compared with 1,620,000 bus. last year. Average yield of spring wheat was 21.5 bus. per acre, with total production of 322,500 bus. Oats averaged 44 bus. per acre, producing 81,348,000 bus. Average yield of barley was 32.5 bus., the total production being 1,452,500 bus. Condition of buckwheat on Oct. 1 was 79% of normal, compared with 87% last year, and total production is estimated at about 500,000 bus., compared with 430,000 bus. last year. The acreage this year is larger than last.—N. E. Shaw, sec'y dep't of agriculture.

SOUTH DAKOTA.

Irene, S. D., Oct. 10.—The crop of corn is the largest and best that we have had.—Chas. Danielson, mgr. Turner Grain Co.

TEXAS.

Plainview, Tex., Oct. 11.—Have about a half crop of maize, and the quality is good.—Cobb Grain Co., A. G. Cox, Plainview, Tex.

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

ILLINOIS.

Peoria, Ill., Oct. 24.—We are getting quite a number of cars of new corn. The quality was never better and we are hoping for a big run of very excellent corn this winter.—T. A. Grier & Co.

INDIANA.

Bicknell, Ind., Oct. 10.—Wheat practically all moved. Oats movement slow.—O. L. Barr Grain Co.

KANSAS.

Larned, Kan., Oct. 16.—Quite a lot of old wheat is moving.—T. H. Urlin, agt. Rea-Patterson Mfg. Co.

MINNESOTA.

Minneapolis, Minn.—Receipts of grain at this market during September were: wheat, 18,712,640 bus.; corn, 1,098,830 bus.; oats, 5,764,430 bus.; barley, 4,509,710 bus.; and rye, 2,395,570 bus., compared with wheat, 11,569,260 bus.; corn, 173,110 bus.; oats, 5,714,670 bus.; barley, 5,858,990 bus.; and rye, 1,823,620 bus. in September, 1917. Shipments in September were: wheat, 2,190,110 bus.; corn, 353,090 bus.; oats, 2,635,420 bus.; barley, 2,226,300 bus.; and rye, 382,180 bus., compared with wheat, 2,281,190 bus.; corn, 78,660 bus.; oats, 3,592,250 bus.; barley, 3,954,880 bus.; and rye, 1,169,770 bus. during September, 1917.

Duluth, Minn., Oct. 17.—Receipts of grain at this market during September were: wheat, 19,435,706 bus.; corn, 15,863 bus.; oats, 556,115 bus.; rye, 862,453 bus.; and barley, 305,607 bus., compared with wheat, 4,000,741 bus.; corn, 1,518 bus.; oats, 99,072 bus.; rye, 2,024,038 bus.; and barley, 2,502,889 bus. in September, 1917. Shipments during the month were: wheat, 4,410,101 bus.; corn, 1,558 bus.; oats, 356,752 bus.; rye, 413,828 bus.; and barley, 95,082 bus., compared with wheat, 1,502,763 bus.; corn, none; oats, 14,552 bus.; rye, 1,465,958 bus.; and barley, 2,174,947 bus. in September, 1917.

NEW MEXICO.

Las Cruces, N. M., Oct. 21.—Our elvtr. is filled with wheat, and more is coming right along, but the bulk of it has been moved.—Mesilla Valley Produce Co., A. D. Saunders.

NEW YORK.

New York, N. Y., Oct. 12.—Receipts of grain at this market during September were: wheat, 6,140,900 bus.; corn, 137,200 bus.; oats, 1,426,800 bus.; rye, 147,600 bus.; and barley, 53,050 bus., compared with wheat, 2,676,000 bus.; corn, 144,200 bus.; oats, 2,944,000 bus.; rye, 383,800 bus.; and barley, 704,100 bus. in September, 1917. Shipments during the month were: wheat, 5,706,962 bus.; corn, 623,215 bus.; oats, 1,122,490 bus.; rye, 45,447 bus.; and barley, 44,640 bus., compared with wheat, 2,632,275 bus.; corn, 287,162 bus.; oats, 1,106,446 bus.; rye, 119,687 bus.; and barley, 989,911 bus. in September, 1917.

SOUTH DAKOTA.

Irene, S. D., Oct. 10.—New corn will be moving in 10 days.—Chas. Danielson, mgr. Turner Grain Co.

TEXAS.

Plainview, Tex., Oct. 11.—Maize is beginning to move and we expect it to be moved within the next 6 weeks, as farmers have had heavy expenses and this year will realize on their grain as quickly as possible.—Cobb Grain Co., A. G. Cox, Plainview, Tex.

NEVER drop us from your mailing list, for I can't get along without the Grain Dealers Journal. I can stop working to read what the other boys are doing.—Powell Bros., West Manchester, O., by Geo. Williams.

The Net Profit Schedule.

Now that the policy of the Food Administration with reference to the percentage of profits which it will consider reasonable under the terms of the Food Control Law have been announced to the trade, there is considerable interest being manifested as to the method which will be followed by the Administration in applying its policy to the transactions of each individual business.

An interesting bulletin has been issued by C. B. Riley, of Indianapolis, Ind., sec'y of the Indiana Grain Dealers Ass'n, in connection with this important matter. In beginning his explanation of the new arrangement, Mr. Riley states that he assumes that the Administration will not consent to the allowance of interest on the capital in arriving at the net cost of handling grain, this opinion being based on the action of the Administration, when it provided for a net profit of 25c per bbl. for millers, in not allowing them to charge interest on capital, stating that was what the net profit was intended to cover.

In this connection, the following extract from a letter written recently by J. J. Stream, chief of the cereal division of the Food Administration, will be of interest. Mr. Stream stated:

"Interest on capital invested and operating capital is not considered a legitimate expense chargeable to gross profits as the allowable net profit is based on gross sales and not on capital invested. Items of repairs and legitimate depreciation of plant, and also state and municipal taxes are proper expenses to be taken into account. Excess profits and income tax are not chargeable against gross profits.

"Sales of wheat mill feeds and other commodities on which price and handling margin is fixed are not to be calculated in the gross sales. Such commodities and earnings thereon are to be treated separately. Track buyers, terminal market dealers, receivers and distributors and grain dealers generally come under this regulation. Brokers and commission merchants are not considered as grain dealers and therefore are not affected by this rule."

The bulletin issued by Mr. Riley continues:

Dealers will notice that the 3% is a *net profit* allowed on the business up to \$300,000, while the 2% is only allowed on the *gross sales* over \$300,000. No expense of handling the excess business is provided for; we presume on the theory that dealers will probably charge up all these expenses against the first \$300,000.

In order that grain dealers may be prepared to show the actual cost of handling their grain, by the year as contemplated, it will be necessary to keep their accounts so as to disclose the items indicated below, thereby to justify the report of their year's business. To assist in bringing about a correct method of doing this, we submit the outline below, the figures inserted being only by way of illustration:

Items.

1. Total net proceeds from sales (called the turnover)	\$200,000
2. Original cost of grain when purchased	\$190,000
3. Cost of year's business, as follows:	
a—Labor, including proprietor and manager's salaries...	2,400
b—Fuel, oil and waste	200
c—Insurance on plant, grain and indemnity	200
d—Taxes — general, state, county and municipal	100
e—Upkeep and repair of plant, machinery, tools, equipment, etc.	250
f—Depreciation of plant and machinery	500
g—Office expense—stationery, telephone, telegraph, traveling, light, fuel, etc.	200
h—Miscellaneous expenses not otherwise provided for, including rents	150

i—Total cost of grain with expense of handling same added	\$194,000
j—Maximum profit allowable, 3% on total sales, shown by Item "I"	6,000

k—Total cost plus profits. \$200,000
Note 1.—No account of the shrinkage in weights is taken in the above Memo Statement and that will amount to $\frac{1}{2}$ to 1% on the turnover, with the average house.

Note 2.—The total of Item "I" should not exceed the total of Item 2, and it may be much less, especially if grain is not properly graded and bought and sold right.

Note 3.—If any part of the above items of expense, including labor, result from handling other lines of business, the same should be pro-rated accurately and charged to other lines, then deducted from the total so the actual or approximate amount of expense incident to handling the grain will be properly charged to the grain.

Note 4.—The above calculation is based on a gross margin of 5% on selling price which would require a gross margin of 10% per bu. on wheat selling at \$2.15, F. O. B., or 6 1/4% per bu. gross margin on corn selling at \$1.35 per bu., F. O. B., or 3 1/2% per bu. gross margin on oats selling for 70c per bu., F. O. B.

Note 5.—Interest on capital invested in plant and business is not allowable; that is supposed to be taken care of in the 3% net profit provided for.

Exaggerated Incendiaryism.

Since this nation entered the Great War there has been a constant and active tendency to ascribe to the activities of enemy aliens every destructive occurrence for which a natural cause was not definitely known, and in many cases the known causes have been disregarded by speakers and writers who found occasion to mention the occurrences. This has been especially true of fires, and one of the latest statements of this nature was made by a writer in an article published in an eastern magazine of general circulation. The writer in question, after touching upon the vast destruction of buildings, machinery, crops, livestock, roads, railways and bridges in the European theater of war, made the following statement: "Even here in the United States, located as we are, distant from the field of hostilities, our fire losses due to enemy incendiaryism last year amounted to nearly \$45,000,000."

Every observer must admit that this matter of incendiaryism due to enemy activities is not one to be minimized, for doubtless some of it has occurred and perhaps still more of it would have occurred but for the precautions that have been taken to guard against it; but for us to accept without question the hypothesis that every fire, every explosion and every destructive happening here in this country is due to the work of an enemy to our nation is to blind ourselves to the fact that the greater number of fires in this country have always been due, and still are due, to the carelessness of operatives.

No better answer can be made to the statement regarding fire losses of \$45,000,000 due to enemy incendiaryism than to quote the following extract from a letter by United States Attorney General Gregory published in the Grain Dealers Journal for Apr. 25, 1918. The Attorney General said in part:

"Statistics show that, considering the vastly increased value of merchandise and plants, the actual fire loss to property of all descriptions in 1917 was not appreciably larger than that of the year 1913. Likewise, the report recently made by the National Board of Fire Underwriters shows in substance that during the past year *not one fire has been clearly proven to be the work of alien enemies*, and at

a recent conference in the Treasury Department of men in all departments charged with protection of plants and supplies, it was stated without dissent that *no instance was known of a fire caused within the past year by alien enemies.*"

That would seem to dispose of the matter of fire losses due to enemy incendiaryism completely. And it causes the question to revert all the more forcibly to the original proposition that the greater portion of our fire losses are due to carelessness of operatives. A bulletin issued recently by the National Board of Fire Underwriters declares that a study of the economics of fire destruction leads more and more to the conclusion that American carelessness is the chief fire cause, and points out that in this time, when national efficiency is called upon to an unprecedented degree, the folly of maintaining our traditional rate of unnecessary fire destruction becomes almost tragic.

Various insurance authorities have made estimates of the percentage of our fire loss which is due to preventable causes, and none of these estimates have placed the percentage lower than 75%, while some of them go as high as 90%. Whether the one figure or the other is correct it follows nevertheless that most of our fire losses are due to carelessness. This fact has been recognized for many years and we have no evidence to prove that conditions have changed since we entered the war.

Admitting that there exists some reason to fear that enemy agents will attempt to benefit their cause by burning and otherwise destroying property in this country; it still remains that a fire due to our own carelessness will be of as much material benefit to the enemy as the one caused by his own agents.

Dates of Hearings on New Proposed Oats Grades.

Cash handlers of oats are urged to attend the hearings of the Bureau of Markets on the new proposed oats grades, which were published in the Journal Sept. 25, page 477.

The dates of the hearings are as follows:

Oct. 28, beginning at 10 o'clock a. m., Kansas City, Kan.

Oct. 29, beginning at 11 o'clock a. m., Oklahoma City, Okla.

Oct. 31, beginning at 10 o'clock a. m., Memphis, Tenn.

Nov. 1, beginning at 10 o'clock a. m., St. Louis, Mo.

Nov. 2, beginning at 10 o'clock a. m., Cincinnati, Ohio.

Nov. 4, beginning at 10 o'clock a. m., Atlanta, Ga.

The meeting place in each town will be announced later.

DR. R. A. PEARSON, who has been ass't sec'y in the U. S. Dep't of Agriculture, has resigned that position to resume his duties as pres. of the Iowa State College of Agriculture and Mechanic Arts. G. I. Christie, of Indiana, has been nominated to succeed Dr. Pearson.

WHILE making earnest efforts to guard against contracting the "flu" it should be remembered that the "flu" will also need a careful examination, and perhaps some repairs, before a fire is started in the office stove. Many elevators and much valuable grain have been sacrificed to poor office chimneys. If another fire occurs from that cause it will be because of carelessness on the part of somebody.

Trade in Barley Futures at Minneapolis and Duluth.

Upon the request of J. J. Stream, chief of the Coarse Grain Division of the Food Administration, that future trading in barley be established by the Minneapolis Chamber of Commerce a special com'ite to investigate and report on the matter was appointed by the board of directors. This com'ite was composed of the following members of the Chamber of Commerce: J. H. MacMillan, chairman, E. W. Stuhr, J. B. Cooper, G. M. Charles, D. A. McDonald and Ralph Bruce.

The com'ite reported that its investigation disclosed the fact that in order to establish future trading in barley certain changes would be necessary in the descriptions contained in the Minnesota grades for barley, and the request of Mr. Stream was placed before Chairman E. R. Rehnke, of the Joint Board of Grain Appeals. A meeting of the Joint Board was held, and after due consideration amended grades for barley were adopted to take effect Oct. 1.

An amendment then was adopted by the members of the Minneapolis Chamber of Commerce on Oct. 8 providing that on all sales of barley for future delivery the contract grade shall be No. 2 as established by the Joint Board of Grain Appeals; that No. 1 barley may be applied at the contract price; and that No. 3 barley may be applied at a discount of 5c per bu. under the price for No. 2 barley.

The amended Minnesota Grades for barley, as approved by the Joint Board of Grain Appeals, follow:

AMENDED MINNESOTA GRADES FOR BARLEY.

No. 1 Barley—Shall be sound, plump, bright, cool and sweet, shall weigh not less than 48 pounds to the measured bushel, and shall contain not more than 1 per cent of dirt, or weeds, seeds combined; 2 per cent of other grain, which may include not more than 1 per cent of wild oats.

No. 2 Barley—Shall be sound, cool and sweet and of healthy color, shall weigh not less than 46 pounds to the measured bushel, shall contain not more than 2 per cent of dirt, or weeds seeds combined; 5 per cent of other grains, which may include not more than 3 per cent of wild oats.

No. 3 Barley—Shall be cool, sweet and reasonably sound, shall weigh not less than 44 pounds to the measured bushel, shall contain not more than 3 per cent of dirt, or weeds seeds combined; 7 per cent of other grains, which may not include more than 4 per cent of wild oats.

No. 4 Barley—Shall be cool, but may be slightly damaged, shall weigh not less than 41 pounds to the measured bushel, shall contain not more than 5 per cent of dirt, or weeds seeds combined; 10 per cent of other grains, which may include not more than 6 per cent of wild oats.

Sample Grade—All barley which does not come within the requirements of the above grades, or that is not safe for warehousing, or for any other reason unfit for the above grades, shall be classed Sample Grade with inspector's notations as to quality and condition.

Purified, Scoured and Clipped Barley—The grades for Purified, Scoured or Clipped Barley shall correspond with the above grades for barley, except that the same shall be designated as Purified, Scoured or Clipped.

The Duluth Board of Trade also has inaugurated trading in barley for future delivery, and, like Minneapolis, it was found necessary first to establish a contract grade. Two grades were established, one to be known as "Standard" and the other as "Extra." The former will be the cocontract grade, and the latter will be deliverable on contracts at a discount of 5c per bu. The description of these grades is as follows:

Grades Established at Duluth.

Standard Barley—Shall consist of barley that is sound and sweet, tests not less than 47 pounds to the measured bushel,

and contains not more than three per cent of wild oats and not more than two per cent of foreign material.

Extra Barley—Shall consist of barley that is sound and sweet, tests not less than 45 pounds to the measured bushel, and contains not more than five per cent of wild oats and not more than 3 per cent of foreign material.

At Duluth inspection according to the newly established grades will be conducted by the Board of Trade Sampling Buro, of which P. H. Bevis is mgr. The fees for this service will be the same as those charged by the Minnesota Inspection Dep't, and inspection by the Sampling Buro will be made only on application and will not in any way affect the inspection of barley by the Minnesota Dep't.

Any person interested may appeal from the inspection of the Duluth Board of Trade Sampling Buro to the Sampling and Inspection Com'ite of the Duluth Board of Trade, and the decision of that com'ite shall be final and binding upon all parties interested. No member of the com'ite shall act in any case where he has an interest, and if any member shall be debarred from acting the President shall make an appointment to fill the vacancy.

The following fees for the inspection of barley by the Duluth Board of Trade Sampling Buro are established: In car lots, \$1 per car; in cargo lots or in running stream, \$1 per 1000 bushels. When an appeal is taken the charge shall be \$2 for each car lot, or 1000 bushels in case of cargo lots or running stream. The fee shall be paid in advance but shall be refunded if the grade is changed.

MANY interior industries will be benefited by the rule of the railroad administration announced Oct. 23 that transit will be granted on grain moving out by any line regardless of the line having the initial haul.

THE SHIPPERS' Buro of the Winnipeg Board of Trade has sent a protest to the Canadian Railroad Commission against the proposed increase of one cent to two cents per 100 lbs. for alleged "extra terminal service in connection with shipment of grain."

Coming Conventions.

Nov. 19, 21.—Nebraska Farmers Cooperative Grain & Live Stock State Ass'n at Omaha, Neb.

Dec. 10, 12.—South Dakota Farmers Grain Dealers Ass'n at Sioux Falls, S. D.

May 20, 21, 1919.—Grain Dealers Ass'n of Oklahoma at Oklahoma City, Okla.

Our Callers

M. A. Joshel, Geneva, Ill.

Jno. O. Foering, Philadelphia, Pa.

J. S. Clark, Winnipeg, Man., rep. Rosebaum Bros.

W. Spokes, Norval, Mich., Mutual Fire Prevention Buro.

F. F. Burroughs, Mutual Fire Prevention Buro, Oxford, Mich.

G. E. Wilson, Mutual Fire Prevention Buro, Oxford, Mich.

Ed. H. Hasenwinkle, ass't mgr. J. L. Frederick Com. Co., St. Louis, Mo.

J. W. T. Duvel, Food Administration Grain Corporation, New York.

Com'ites of G. D. N. A.

Pres. P. E. Goodrich has appointed the following standing com'ites of the Grain Dealers National Ass'n for the ensuing year:

Membership—Allen Early, chairman, Amarillo, Tex.; Kenton D. Keiholtz, Toledo, O.; Wm. H. Tausend, Grand Rapids, Mich.; M. E. Scroggins, Minneapolis, Minn.; W. G. Bragg, Richmond, Va.

Demurrage—Wm. B. Adie, chairman, Portland, Me.; James G. McKillen, Buffalo, N. Y.; W. S. Washer, Atchison, Kan.

Uniform Grades—R. L. Callahan, chairman, Louisville, Ky.; Robert Ryon, Ann Arbor, Mich.; H. T. Goodell, Hobson, Mont.; L. G. Belew, Pilot Point, Tex.; Lee D. Jones, Memphis, Tenn.; J. S. Hazelrigg, Cambridge City, Ind.; Wm. Randels, Enid, Okla.; Joseph Quintal, Montreal, Canada; F. J. Darragh, Little Rock, Ark.; T. D. Phelps, Denver, Colo.; H. S. Antrim, Cairo, Ill.; J. M. Rankin, Cambridge, Neb.; O. W. Cook, Columbus, O.; F. C. Bell, McGregor, Ia.; H. A. Runsey, Chicago, Ill.

Crop Reports—W. A. Cutler, chairman, Adrian, Mich.; P. Kilmartin, Malvern, Ia.; C. H. Blanke, Atchison, Kan.; W. T. Palmer, Celina, O.; W. L. Fain, Atlanta, Ga.; John L. Taylor, Ogden, Utah; Otto A. Zimmerman, Minneapolis, Minn.; H. L. Anderson, Louisiana, Mo.; Alphonse Pierre, Oconto, Wis.; E. D. Bartling, Nebraska City, Neb.; John B. Yeager, Wilkes-Barre, Pa.

Hay and Grain—Samuel Walton, chairman, Pittsburgh, Pa.; H. W. Robinson, Cleveland, O.; J. D. Carlisle, Kansas City, Mo.

Arbitration Appeals—Elmer Hutchinson, chairman, Arlington, Ind.; H. T. Burns, Buffalo, N. Y.; A. L. Scott, Pittsburg, Kan.; Jno. S. Green, Louisville, Ky.; E. C. Eikenberry, Camden, O.

Arbitration Com'ite No. 1—C. D. Sturtevant, chairman, Omaha, Neb.; Geo. P. Bissell, Central City, Nebr.; J. R. Murrell, Jr., Cedar Rapids, Ia.

Arbitration Com'ite No. 2—R. A. Schuster, chairman, Chicago, Ill.; Wallace Reiman, Shelbyville, Ind.; W. I. Biles, Saginaw, Mich.

Arbitration Com'ite No. 3—S. L. Rice, chairman, Metamora, O.; F. A. Coles, Middletown, Conn.; Thos. C. Craft, Jr., Baltimore, Md.

Legislation—A. E. Reynolds, chairman, Crawfordville, Ind.; Geo. A. Wells, Des Moines, Ia.; L. W. Forbell, New York, N. Y.; Lee G. Metcalf, Illiopolis, Ill.; E. C. Eikenberry, Camden, O.

Trade Rules—F. E. Watkins, chairman, Cleveland, O.; F. M. Rosekrans, Philadelphia, Pa.; E. W. Crouch, McGregor, Tex.; H. M. Brouse, Cincinnati, O.; H. F. Shephardson, Minneapolis, Minn.

Transportation—H. L. Goemann, chairman, Mansfield, O.; H. N. Sager, Chicago, Ill.; E. M. Wayne, Delavan, Ill.; Marshall Hall, St. Louis, Mo.; W. M. Bell, Milwaukee, Wis.

Natural Shrinkage—H. L. Goemann, chairman, Mansfield, O.; Chas. B. Riley, Indianapolis, Ind.; E. J. Smiley, Topeka, Kans.

Merchant Marine—Charles England, chairman, Baltimore, Md.; Jas. L. King, Philadelphia, Pa.; James W. Sale, Bluffton, Ind.

Telephone and Telegraph Service—M. L. Jenkins, chairman, Duluth, Minn.; Leslie F. Gates, Chicago, Ill.; J. M. Flynn, St. Joseph, Mo.; Robert G. Brandt, New York, N. Y.; R. J. Barr, New Orleans, La.

THE FOURTH Brazilian National Corn Show was opened at Rio de Janeiro Aug. 14. In 1906 Brazil imported 24,937 tons of corn; in 1916 the importation was reduced to 1,282 tons, and in 1917 total receipts from foreign countries were only 187 tons. Brazil has passed the turning point from an importer to an exporter of corn, and in 1916 the exports reached 4,833 tons, while in 1917 the total was 24,047 tons. The principal sources of corn are the states of Rio Grande do Sul, Sao Paulo and the Rio de Janeiro. According to a recent report of the Dept. of Agriculture, of the 1,277 municipalities of the Republic at least 1,024 produce corn on a commercial scale.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

N. W. 61833 was seen recently by O. C. Sanders as it passed thru Hale Center, Tex., leaking threshed maize badly at end of car. Train men said they believed they picked the car up at Plainview.

N. Y. N. H. & H. 80870 passed thru Oklahoma City, Okla., Oct. 10, on Rock Island Lines, leaking badly at side of car. Was some distance from car but believe grain to have been wheat.—Dustin Grain Co., Inc., C. A. Polson.

Wabash 66494 passed thru Rodney, Ia., Oct. 11, eastbound, leaking oats over drawbar. No chance to repair.—A. B. Doolittle, agt. Armour Grain Co.

C. R. I. & P. 55901, reported by our agt. at Central City, Neb., Wm. Palmateer, to have been seen by him in extra Union Pacific eastbound train Oct. 12 leaking wheat badly thru floor over the truck.—T. B. Hord Grain Co., T. B. King, treas.

St. L. & S. F. 33149 was set out at Grand Junction, Ia., Oct. 13 account hot box, and when it was taken out after having been repaired it was leaking yellow corn at one end quite badly.—F. C. Harvey, mgr. Grand Junction Farmers Elvtr. Co.

P. R. R. 92990 was reported by Bauer & Werner, Roscoe, Minn., as loaded with wheat Oct. 16, going east from Willmar to St. Cloud, and leaking badly.—Cargill Commission Co., Minneapolis, Minn., O. Mortensen, traffic mgr.

C. & O. 2535 reported by our agt. at Central City, Neb., Wm. Palmateer, in an extra U. P. train eastbound Oct. 16 leaking wheat quite badly over the drawbar.—T. B. Hord Grain Co., T. B. King, treas.

B. & O. 96617 passed thru Austinville, Ia., in train No. 52 Oct. 16, leaking grain at door post. I believe the grain was oats.—W. G. Austin.

B. & O. 89195 reported by our agt. at Central City, Neb., Wm. Palmateer, to have been damaged, and considerable wheat leaking from end over draw bar Oct. 17.—T. B. Hord Grain Co., T. B. King, treas.

B. & M. 48883 reported by Wm. Palmateer, our agt. at Central City, Neb., in an extra eastbound U. P. train Oct. 17 leaking wheat thru siding at side of car.—T. B. Hord Grain Co., T. B. King, treas.

St. L. & S. F. 41019 reported by our agt. at Central City, Neb., Wm. Palmateer, to have had draw head pulled out while being switched in a U. P. extra east Oct. 17. There was considerable loss of western white wheat, which was being gathered up off the track and put back by section men.—T. B. Hord Grain Co., T. B. King, treas.

A. C. L. 22020 passed thru Rodney, Ia., eastbound, Oct. 17, loaded with yellow corn and the door was open. Notified agt. and told him he had better seal the car but I do not think he did.—A. B. Doolittle, agt. Armour Grain Co.

U. P. 85220 passed thru Rodney, Ia., eastbound, Oct. 17, loaded with wheat. There was no door on this car, and the grain door boards lacked about 3 feet of being up to the top of the car.—A. B. Doolittle, agt. Armour Grain Co.

Santa Fe 45311 passed, southbound, thru Modale, Ia., Oct. 19 leaking wheat thru sheathing. Had no time to repair as train was pulling out.—W. M. Sharpnack, mgr. Modale Elvtr. Co.

C. & N. W. 26822 passed thru Mahaska, Kan., Oct. 22, leaking corn badly at side of car.—P. O. Murray.

C. & N. W. 81236 passed, southbound, thru Modale, Ia., Oct. 19, leaking wheat at door post. No time to repair as train was pulling out.—W. M. Sharpnack, mgr. Modale Elvtr. Co.

Death of Samuel D. Thomas.

Samuel D. Thomas, chief grain inspector for the Baltimore Chamber of Commerce, and vice-pres. of the Chief Grain Inspectors National Ass'n, died at his home in Baltimore Oct. 13 after a short illness due to influenza and pneumonia.

Mr. Thomas, whose portrait is reproduced herewith, was connected with the Baltimore Chamber of Commerce since Nov. 18, 1878, when it was known as the Baltimore Corn & Flour Exchange. From the bottom of the ladder he rose steadily, by close application to his duties and natural talent to the head of the Inspection Department in September 1908, which position he held at the time of his death.

In respect to his memory the flag over the Chamber of Commerce building was ordered at half mast until after the fu-



Samuel D. Thomas, Chief Inspector, Baltimore Chamber of Commerce, Baltimore, Md., Deceased.

neral, and at a general meeting of the members of the Chamber, President Hayward made formal announcement of the death of Mr. Thomas and spoke feelingly of his long connection with the Chamber and of his valued services. The Board of Directors of the Baltimore Chamber of Commerce adopted resolutions setting forth their appreciation of Mr. Thomas as a man and as Chief Grain Inspector. Many telegrams of regret and sympathy were received.

Funeral services were held from his late residence Oct. 16th and burial was in Druid Ridge Cemetery. The pall bearers were: John W. Snyder, T. Murray Maynadier, J. Frank Ryley, Wm. H. Hayward, Pres., Baltimore Chamber of Commerce; J. A. Peterson, Supt. Western Maryland and Baltimore & Ohio Elevators, and David H. Larkin, 1st assistant, chief inspector.

Mr. Thomas was born in Baltimore, and was 58 years of age at the time of his death. He is survived by Mrs. Thomas and two daughters.

The Retroactive Wheat Profit Fixing Rule.

The meeting of country elevator owners held at Springfield Friday, Oct. 18, was called for the purpose of getting light on the Food Administration's Retroactive Profit fixing ruling of Oct. 8. The meeting was attended by a large number of grain dealers located between Bloomington and St. Louis. Dealers north of Bloomington did not attend to any great extent, as they handle very little wheat.

The meeting was called by the Illinois Grain Dealers Ass'n and the Illinois Cooperative Elevator was also represented. Edw. M. Flesh of St. Louis and Howard Jackson of Chicago were both invited to attend. Those present voted unanimously to send a committee consisting of six elevator owners to go over the price situation with Mr. Julius Barnes in New York.

The gross profit allowed by the Food Administration of 8c per bushel to handle wheat is not satisfactory to the country elevator owners, especially considering the fact that out of this 8c they have to pay 2 1/4c per bushel commission to Chicago or to terminal commission houses. This would leave only 5 1/4c per bushel to cover interest, insurance and salaries for the men, shortage while handling through country elevator, and shortage in cars while en route to market, and after all these expenses are deducted from 5 1/4c per bushel, there is very little, if any, net profit left for the country elevator men.

After the dealers worked day and night to handle the wheat quickly, the farmers were perfectly satisfied, and are now perfectly satisfied with the prices which the dealers pay to them, with the exception of possibly one farmer out of two hundred, who would not be satisfied if he had received \$5.00 per bu. for his wheat.

The grain dealers were of the opinion that the prices should have been decided on for each grade of wheat by the Food Administration before the wheat started to move, namely July 1st, and not in October, after all the wheat had been bought and moved to terminal markets.

Claim Conference Is Held.

The joint com'ite of shippers and carriers, which had been called to meet at French Lick Springs, Ind., for a week's session beginning Oct. 14 to consider claims for loss of and damage to grain in transit in connection with I. C. C. Docket 9009, was forced to transfer its meeting to the Post Tavern, Battle Creek, Mich., on account of the fact that French Lick had been taken over by government authorities for hospital purposes.

The com'ite, of which Henry L. Goemann, of Mansfield, O., chairman of the Transportation Com'ite of the Grain Dealers National Ass'n, is chairman, was in session at Battle Creek for one week. Mr. Goemann stated later in Chicago that, while no definite agreement had been reached, much had been accomplished by way of ironing out existing differences, and that the prospect seemed bright for a final settlement of the problem.

A PAPER WEIGHT, which shows in a mirror on the reverse side "The Smile That Won't Come Off," is being distributed to friends in the trade by the Elmore-Schultz Grain Co., of St. Louis.

IT IS A HABIT of some grain buyers to cut dockage to gain trade. We have them here doing this, and we think it is unfair.—Northwood Equity Elevator Co., Northwood, N. D.

War Affecting the Grain Trade.

PINTO BEANS will not be purchased this year in Colorado, announces the federal food administration.

JAMES A. WOOD, formerly federal food administrator for Nevada, has been found guilty of bribery in having accepted money from a miller to allow the latter to raise prices.

THE NATIONAL Wheat Growers Ass'n was reported on Oct. 22 to have urged President Wilson to fix a minimum price of \$2.46 per bu. for No. 1 Northern spring wheat or its equivalent for Chicago delivery for the 1919 crop.

TO FACILITATE the sale of substitutes with wheat flour the Food Administration will permit the packing of cornmeal, corn flour, barley flour and oat flour in packages of 6 and 12 lbs. and rye flour in packages of 16 and 32 lbs.

IMPORTATION of corn from the River Plate district has been authorized by the War Trade Board, providing that shipments shall be made from the River Plate ports and that the grain be purchased by and for the account of the Food Administration Grain Corporation. Such shipments must be agreed upon by the Food Administration and the United States Shipping Board.

EMBARGOES, peace talk and the various rumors of the past few weeks are said to have had the effect at Nebraska City, Neb., of causing the local grain dealers to retire from the market. As one dealer is reported to have expressed it: "They don't know which way the market is going to shoot and most of them have gone into their holes and pulled them in after them until the skies clear up a little and things settle down."

THE FOOD ADMINISTRATION desires to call the trade's attention to the fact that quite a number of mills having a 75-barrel or more capacity have neglected to forward their reports to the Food Administration. The seven month report, form 1030-E and the three month report, form 1030-F are the ones in question. Immediate compliance with the Food Administration's requirements will keep those concerned out of difficulties.—*Food Administration*.

THE UKRAINE, altho disorganized, has not failed to send regular shipments of grain to Germany. They are not short of meat, as they have been able to discontinue buying cattle in Sweden, where they bot as many as 6,000 head per week. The Germans have more oil than they know what to do with. They are getting great supplies from Poland, Galicia and Roumania and selling it to Sweden in large quantities, said Ira Nelson Morris, United States Minister to Sweden, at Chicago, Oct. 16.

AUTHORITIES of the Australian Wheat Board have stated that the amount of wheat in the commonwealth actually unsold will run into hundreds of millions of bushels, and it is probable that if a sale is affected to Great Britain the price will be lower than the former price of 4s. 9d. (\$1.16) per bu. f.o.b. The wheat sold to the British government at this price comprises part of the crop of 1915-16 and part of that of 1916-17. A large portion of the wheat thus sold has still to be delivered. There remains on hand, therefore, the remainder of the 1916-17 crop, the whole of the 1917-18 crop, and the prospective 1918-19 harvest. The guaranty for the 1918-19 crop is 4s. (\$0.973) per bu. f.o.b., and there is a guaranty for the 1919-20 crop of 4s. 4d. (\$1.05).

COUNTRY ELEVATORS and buyers are entitled to receive fair compensation for their services in the handling and marketing of wheat, and the charges for such service are necessarily a deduction from the terminal price of wheat. These charges or margins are well established by custom and vary in different sections of the country according to local conditions.—Herbert Hoover in Report to President Wilson.

NEGOTIATIONS for a rationing agreement with Holland are to be resumed in London immediately, it was reported Oct. 17. America's representative in the conference is expected to be L. P. Sheldon, London representative of the War Trade Board. Last January the negotiations were halted owing to Holland's failure to accept an agreement provisionally agreed upon. Holland has now decided, it is said, to release from her ports 50,000 tons of idle shipping to carry the balance of grain due her in accordance with the terms of President Wilson's offer of last March.

A CIRCULAR issued by D. F. Piazzek, Kansas City agt. for the Food Administration, states that it has been found that a great many licensees misunderstood Circular No. 56, relating to the time limit on storing wheat without special permission, and explains that wheat stored by a licensee under permits is done so for the licensee's convenience and at his expense, but that in event permit is obtained the licensee is not required to store the specified amount of wheat or for the time specified. In fact, he is not required to store any wheat under the permit unless he desires to do so.

THE FARMERS throughout the middle west and the far west are sore. If they are planting wheat they are not specially anxious to do it, and in many cases they cannot afford to do it. Before the war the usual farm wage was \$20 a month and lodging. Today the farm hand gets \$85 a month and lodging, and at the end of the season I am paying \$100 as a bonus. Therefore they are casting around now for a way to break even during the next season. One of the surest ways is to plant less wheat and more corn, rye, oats; raise more cattle and hogs, etc. While, as I said, the price of all cereals has been relatively affected by the fixing of the price of wheat, there is still a slightly larger margin of profit in other products than wheat. The farmer will go to raising these, says Joseph Leiter, who is now cultivating 30,000 acres.

EFFECTIVE Oct. 5, and until further notice, the license of the David Stott Flour Mills, Inc., of Detroit, Mich., was revoked by the Food Administration. In addition to its plant at Detroit the company operates several branches, some of them in New England points, and it is reported that the license was revoked for alleged failure to keep proper records and accounts and to render correct reports representing its business transactions, as required by the Food Administration. It is said the question of reissuance of the company's licenses will be taken up after revised accounts have been compiled by accountants to be employed by the company with the approval of the Federal Food Administrator of Michigan. In announcing the revocation the Food Administration stated that, while the violations and errors were numerous, it was found that the company's reported jobbing department was so purely fictitious as to indicate an intentional evasion of the requirements for filing accurate reports.

ON ACCOUNT of the enormous demands made upon ocean tonnage in order that sufficient supplies for our army abroad may be promptly transported, the Grain Corporation has again found it necessary to discontinue the issuing of permits for wheat to the seaboard markets. Just how long this order will remain in effect will depend upon the quantity of ocean tonnage that the Allies will be permitted to use for the forwarding of grain, but the prohibition is likely to obtain for a somewhat indefinite period.—L. W. Forbell & Co.

THE UNITED STATES Shipping Board has issued a bulletin giving detailed information about its activities since organization. It is shown that on Sept. 1 there were 2,185 seagoing vessels, totaling 9,511,915 deadweight tons within the jurisdiction of the Board. Of these, 1,294, totaling 6,596,405 deadweight tons, fly the American flag. The American merchant marine is said to be expanding more rapidly today than any other in the world, while in August of this year the United States took rank as the leading shipbuilding nation.

Moisture as a Factor in Handling Ear Corn.

BY J. A. HALLAM.

There is a great deal to be said concerning moisture contents of grain, especially that of ear corn at early husking time.

The dealer who buys direct from the field, and pays a flat price, that is, one price to all, is making a mistake. Some country elevator men suffered a handsome loss last season by so doing.

When you are asked, "What are you paying for corn?" just explain that the moisture it contains will govern the price, if it is otherwise good.

There is always a fair way to deal with a matter of this kind, fair for both parties. But when you start paying one price for "just corn," you will, in a short time be taking in grain at a loss.

If corn is being loaded in cars from the field and is being delivered pretty rapidly, there should be two cars loaded at one time if possible, this will give a chance to keep at least two grades separated.

If the two cars cannot be obtained at one time, then load both ends of one car at one time, keeping the saply corn in one end. Arrange to notify your sheller boss how the car has been loaded, he can then handle it to better advantage, which will of course mean profit.

Don't worry about the other fellow being in what you call your territory, "Bucking your price." If you have decided you are paying all your business will permit you to pay, and he is paying more, let him have it. He will be gone tomorrow. It's an ill wind that blows nobody good.

FEDERAL WHEAT STANDARDS again are attacked by the Minnesota state authorities, in a new letter sent to Chas. J. Brand of the Buro of Markets. They seek the elimination of the requirement that wheat be "bright" to grade No. 1.

FAILURE of an arbitration com'ite to observe the rules of the New York Produce Exchange in arbitrating under a contract entered into specifying the rules of that exchange led to the Supreme Court of New York recently setting aside an award of \$5,853 to the Wheat Export Co., complainant against the New Century Flour Co.

Distribution of Cars.

The findings of the examiner of the Interstate Commerce Commission, C. V. Burnside, in the case of A. A. Tanner & Co. v. C. B. & Q. R. R. Co., have been vigorously attacked by the Nebraska State Railway Commission.

The Nebraska Commission's rules require distribution of cars based equally upon two factors, the volume of shipments during the last year, and the amount of grain on hand and offered for immediate shipment. The examiner finds these rules prejudicial, and recommends that the Burlington be ordered to cease enforcement of them.

The state railroad commission makes the following argument:

The past performance of a shipper must be taken into consideration if no advantage is to be derived in time of car shortage. Take the illustration of the effects of the current offerings rule found in the record, page 143. There are two elevators at this station, the larger of which has been closed by competition for several years. During a period of car shortage, the smaller elevator quickly filled with grain. The owner of the other elevator, seeing his opportunity, again entered the market and filled his elevator with the grain which his competitor was compelled to refuse, and became entitled under the rule to a major proportion of the cars assigned to the station. The owner of the smaller elevator, notwithstanding he had conducted his business so as to secure all of the grain offered for sale at the station under normal conditions, was compelled to surrender the greater portion of his business to his transient competitor. Did he not suffer an unreasonable disadvantage in the distribution of cars? Was he not thereby denied the opportunity to do business corresponding relatively to his business in normal times? Only the public policy underlying measures designed to encourage competition can justify depriving a shipper of any of the advantage enjoyed by him in normal times.

The Co-operative Elevator—It is unreasonable to measure advantage according to present circumstances only. Take a hypothetical case: Assume that a majority of grain producers in the vicinity of a station associate themselves together in a co-operative marketing concern and establish an elevator at the station with a capacity of 20,000 bushels of grain. Place two additional elevators at the station under separate ownership and operation with the elevator. A period of car shortage arises and is maintained during the entire marketing season. All of the elevators are constantly full of grain and the station is assigned only enough cars to move the entire crop.

The unavoidable result is that the producers who have invested capital and established facilities for the purpose of getting their own grain to market, will be obliged to sell a considerable portion of their offerings to the other elevator owners. The situation depicted in the illustration corresponds closely with that found at hundreds of stations in the grain belt, and is imaginative only for the purpose of argument. Fully one-third of the grain elevators in Nebraska are owned and operated by co-operative concerns.

Exactness Secured by Nebraska Method—It seems to your intervenor that a car shortage should not be made the occasion of changing the relation between shippers at a station in so far as the distribution of cars is concerned, further than to permit of reasonable competition, and we submit that the inclusion of current offerings as 50 per cent of the basis for distributing cars is a very liberal recognition of competition.

The examiner says, on page 5 of the report:

"In the allotment of cars among shippers, their previous traffic as individuals should have no consideration further than may be useful or necessary in determining the amount offered and ready for shipment at the time."

We fail to see any value in this use of the previous traffic. Presumably, the examiner would accept the amount of previous traffic as corroborative of the amount of grain offered for shipment, a larger traffic confirming a large current need for cars; but we fail to see the need of corroborative evidence in this respect. Rule No. 4 of the Nebraska Commission's rules restricts the amount of current offerings to the grain in the elevator or

warehouse "designed in good faith for immediate shipment," and requires written notice of the offer; and a penalty of from \$100 to \$1,000 attaches to a violation of the rules. Exactness is secured by the Nebraska method, which cannot be said in any degree of the examiner's use of past traffic.

Past Performance and Present Ability.—The examiner also says, on page 5 of the report:

"While there is usually a relationship between past performance and present ability, such relationship is not universal or necessary, and must yield to better evidence when it is available."

He recognizes that the relationship exists in the majority of instances, yet he wholly ignores it in his decision. He bases his decision on the amount of current offerings which he evidently considers the "better evidence," but the record shows without contradiction that current offerings in times of car shortage have little if any relationship to past performances in the grain business. His reference to the "common practice of carriers in periods of car shortage to distribute coal cars in accordance with mine ratings determined by the volume of past shipments" entirely confirms our contention that justice cannot be approached without allowing for past performance. The examiner's assumption that the amount of coal "that may be considered ready for shipment is the amount that can be mined, loaded and forwarded from day to day" is contrary to experience, because mines are not operated to their full capacity as a rule. The amount mined varies from week to week and month to month according to the market demands for coal, the labor supply, and the efficiency of the mechanical equipment of the mines. Paraphrasing the examiner's statement as to the "best evidence of mine capacity" so as to apply it to a grain shipper's capacity—the best evidence of a grain shipper's capacity to offer grain for shipment during a period of car shortage is his shipments during normal periods.

We have now considered every argument made by the examiner in support of his decision, and we think that we are fully justified in saying that the decision is based wholly upon the precedent in the Interstate Commerce Commission case of Farmers Elevator Co., of Vermillion, S. Dak., v. C. M. & St. P. Ry. Co., and combining the opposing bases in that case.

The record shows that for twelve years the Nebraska law recognized the single factor approved in the Farmers Elevator Company case, but that it resulted in so much injustice that the carriers vigorously resisted applying it in times of car shortage, and maintained that it was impossible to follow it exclusively without subjecting themselves to actions for damages under the anti-discrimination statute currently in force. The carriers believed that the practice hitherto condemned by the Interstate Commerce Commission of distributing cars in rotation to each regular shipper at the station was preferable to the use of the single factor of current offerings, and actually followed that practice wherever possible.

The record shows that Complainant Hurlburt actually received a greater proportion of the available cars under the Nebraska Commission's rules than he received in normal times. His relation to each competitor under the rules was as one to two, whereas in normal times he was able to ship but one car to his competitor's six. He actually gained an advantage under rules of which his competitor might complain were it not for the fact that public policy encourages competition, and the duty of the carrier to receive and forward traffic offered to it was properly taken into consideration in framing the rule.

The record also shows that notwithstanding the Nebraska Commission adopted no rule for the distribution of cars between stations, the carriers use past performance largely in discharging their duty in this respect. This is true as to other commodities than grain, such as hay, potatoes and similar products. For example: There are two adjacent stations on the same road in Nebraska which are heavy hay shipping points. One serves a territory which furnishes an average of 2,000 carloads of hay a year. The other has a history of but 700 carloads a year. In times of acute car shortage, each of these stations has had unfilled applications for cars on file to the number of from 150 to 200. The carriers distributed cars to these stations in proportion to their annual output and not according to the applications on file. If only a single factor should be considered, the carriers adopted the wiser course, in our opinion.

The Chicago Conference.—In closing, we beg to call to your attention that the pro-

posed conference mentioned by the examiner in his report was held in Chicago, Oct. 4, 1918. It was attended by representatives of your honorable body, nine state commissions, and the grain interests of the central states. The Nebraska Commission rules were taken as the basis of discussion, and the conference was in a fair way of adopting them, with slight amendments, when it was suggested that a com'ite should be appointed to make a definite draft for submission to the federal commission. The suggestion was adopted, and a com'ite of fourteen members, with the presiding examiner as chairman, was appointed. The committee is scheduled to meet Nov. 1, 1918, and we venture to recommend that the determination of the instant case be postponed until such time reasonably as the com'ite's report may be submitted. The question is of great importance to the grain trade, and should not be foreclosed to the fullest possible presentation.

THE WHEAT CROP in England this year is an exceptionally good one, reports the London Times.

THE BOARD of managers of the New York Coffee & Sugar Exchange issued a notice Oct. 18 stating that, pending negotiations with the Food Administration, it has been decided to suspend trading in coffee futures.

THAT it is better to apply the fertilizer when sowing the wheat, putting it in with the grain drill, is the statement of authorities; but where land has had 50 bus. of lime per acre and also stable manure the wheat might get along if the fertilizer is applied after it is sown. Fertilizer should be applied after the wheat is sown if it cannot be put on sooner.

THE OFFICIAL paddy rice crop report for the first half of June shows that in 14 subdistricts of the 6 leading provinces of Siam 194,080 acres had been planted up to that time. Of this acreage, 75,480 acres were in good or fair condition, 118,600 acres were not doing well, and 9,900 acres had been damaged. Prices for paddy at the Bangkok rice mills ranged from \$34 to \$59 per kwien (2,133 lbs.), according to quality. Rainfall was late, and in some districts very scanty, resulting in some districts in the death of the rice seedlings and in great delay in the plantings in others.

Opposes Increase in Wheat Acreage.

In a letter addressed to Senator Hitchcock of Nebraska on the wheat situation Julius H. Barnes, pres. of the Food Administration Grain Corporation, is reported to have stated that the wheat acreage of this country has already been stimulated as far as it should be, for sound development, in his opinion. In his letter he said:

"Any further stimulation or expansion of wheat acreage is likely to be at the expense of the necessary acreage of other crops, particularly fodder grain. Last year's acreage of wheat, amounting to 65,000,000 acres, was much the largest ever sown. Yet this year's acreage promises to exceed that. Last year's acreage produced a crop which is exceedingly burdensome in all sections, while a large acreage next year presents some problems under the guaranty given which probably must be solved by Congress. For a fair normal yield on the acreage now in sight for the coming crops, and with any development of peace which would restrain the demand upon us by throwing open other sources of wheat supply, will probably require a large appropriation by Congress to make effective the present guaranteed price of wheat."

New Profit and Storage Regulations.

In Special License Regulations No. 111 the U. S. Food Administration has collected the original rules and the amendments thereto in effect at the present time, relating to elevators and dealers handling wheat, rye, corn, oats and barley, as follows:

Rule 1. Storage space subject to Government command.—The storage space in all warehouses, elevators and other plants used by licensees for the storage of wheat, rye, corn, oats, barley, or any product thereof shall be at the command of the United States Food Administration whenever the United States Food Administrator or his duly authorized representative shall deem it necessary to utilize such space for governmental purposes, and the licensee shall furnish the whole or any part of such storage space to the United States Food Administration in such quantity and at such times as the United States Food Administrator or his duly authorized representative may determine.

Rule 2. (As amended Sept. 1, 1918.) Storage of grain limited.—No wheat, rye, corn, oats, or barley shall be received for or kept in storage by any licensee, other than for the United States Government or some agency thereof, for a longer period than 60 days without the consent in writing of the United States Food Administrator or his duly authorized representative.

Rule 3. Storage in seaboard elevators limited to 30 days.—No licensee operating any elevator, warehouse, or other storage place at any seaboard shipping point shall receive for or keep in storage any wheat, corn, oats, barley, rye, or their derivative products other than for the United States Government or any of its agencies for a longer period than 30 days without the consent in writing of the United States Food Administrator or his duly authorized representative. This rule shall not apply to storage at interior points.

Rule 4. Wheat not to be sold for feed, exceptions.—The licensee shall not, without the consent of the United States Food Administrator, sell wheat (except mill feed) for feed or for manufacturing or mixing feed; provided, that wheat unfit for human consumption may be sold to poultry and pigeon feed manufacturers in reasonable amounts to allow a 10 per cent mixture thereof in poultry or pigeon feed, and wheat unfit for human consumption and unfit for poultry or pigeon feed may be sold for other feeding purposes.

Rule 5. (As amended Sept. 1, 1918.) Wheat under control limited to 60 days' supply.—The licensee dealing in wheat shall not, without the written consent of the United States Food Administrator, or his duly authorized representative, keep on hand or have in possession or under control by contract or other arrangement at any time any wheat in a quantity in excess of the reasonable requirements of his business for use or sale by him during a period of 60 days.

Rule 6. (As amended Sept. 1, 1918.) Wheat sold shall not give buyer more than 60 days' supply.—The licensee dealing in wheat shall not sell or deliver to any person any wheat if the licensee knows or has reason to believe that such a sale or delivery will give to such person a supply of wheat in excess of his reasonable requirements for use or sale by him during the period of 60 days next succeeding such sale or delivery: Provided, That this rule shall not prevent the sale or delivery of wheat to any person for the United States or for the Government of any nation at war with Germany.

Rule 7. Contracts must provide for shipment within 30 days.—The licensee shall not make or have outstanding at any time any contract for the sale of wheat for shipment or delivery more than 30 days after the making of such contract, except for seeding purposes: Provided, That this rule shall not apply to contracts with the Government of any nation at war with Germany: And provided further, That an importer may sell wheat to be imported for delivery on arrival.

Note.—Net profits for grain dealers.—The United States Food Administration will consider any annual net profit taken by any grain dealer, including country elevators dealing in grain, in excess of the following schedule to be prima facie evidence of a violation of General Rule 5 which prohibits the taking of unreasonable profits.

Three per cent of the first \$300,000 of gross sales per annum.

Two per cent on all gross sales in excess of \$300,000 per annum.

No maximum margin on individual sales is prescribed because of the speculative character of the product dealt with and the fluctuating price of the product. As pointed out, the general average on all sales must not exceed 3 per cent or 2 per cent, as the case may be, over the cost of the grain and expenses of operation, nor must this limitation modify or abrogate the general principle contained in the Food Administration regulations that a licensee shall not earn more than a reasonable net profit.

Rule 8. Maximum carload shipments.—All carload shipments of wheat shall be made in cars loaded to their capacity unless a different minimum is authorized by special written permission of the United States Food Administrator, or his duly authorized agent.

Rule 9. Grain to be sold at reasonable advance over cost, hedging considered.—The licensee shall sell corn, oats, rye and barley at not more than a reasonable advance over the average cost of the stock of such commodity on hand or under the control of the licensee not at that time contracted to be sold. In arriving at the cost thereof he shall take into consideration the gain or loss from any hedging transaction on any recognized grain exchange.

Rule 10. Amount of unsold grain under control limited to 60 days' supply.—The licensee shall not, without the written permission of United States Food Administrator, keep on hand or have in possession or under control by contract or other arrangement at any time corn, oats, rye or barley in a quantity in excess of the reasonable requirements of his business during the next 60 days. In calculating a 60 days' supply for the purpose of this and the following rule the licensee must include all grain bought or contracted to be bought on a grain exchange: Provided, That this rule shall not prohibit the storing of corn, oats, rye or barley for seeding purposes if notice of the amount and location of such seed is sent to the United States Food Administrator within 60 days from the date when stored.

Note.—Grain against which the owner holds sales hedges is considered to be sold and need not be included in the 60 days' supply.

Rule 11. Grain sold shall not give buyer more than 60 days' supply.—The licensee shall not sell or deliver to any person any corn, oats, rye or barley if the licensee knows or has reason to believe that such a sale or delivery will give to such person a supply of such grain not sold or contracted to be sold in excess of his reasonable requirements for use or sale by him during a period of 60 days.

able requirements for use or sale by him during the period of 60 days next succeeding such sale or delivery: Provided, That this rule shall not apply to the sale or delivery of grain to any person for the United States Government or for the Government of any nation at war with Germany.

Rule 12. Contracts for corn, oats, rye and barley must provide for shipment in 60 days.—The licensee shall not make or have outstanding any contract for the sale of corn, oats, rye, or barley for shipment or delivery more than 60 days after the making of such contract, except for seeding purposes: Provided, however, That this rule shall not apply to contracts with the United States or with the Government of any nation at war with Germany: Provided further, That an importer may sell goods to be imported for delivery on arrival. This rule shall not affect the validity of any contract for the sale of corn, oats, rye or barley entered into prior to Nov. 15, 1917, unless the cancellation of any such contract is hereafter ordered by the United States Food Administrator.

Note.—This rule does not apply to dealings on any exchange, board of trade, or similar institution made by public trading on the floor thereof under the supervision of its management, in such ring, pit, or other similar place as may be especially reserved by the exchange, board of trade or similar institution for public trading.

Rule 13. Minimum for carload shipments.—All carload shipments of corn, oats, rye and barley shall be made in car lots loaded to car capacity, unless a different minimum is authorized by special written permission of the United States Food Administrator.

Rule 14. Sales for brewing prohibited.—On and after Oct. 1, 1918, the licensee shall deliver no corn, oats, rye or barley to any person for the purpose of manufacturing beer, near-beer or other similar cereal beverages.

Rule 15. Sales to distillers limited.—The licensee shall not sell or deliver any corn, oats, rye or barley to any person for the purpose of distilling spirits or alcohol, excepting corn of a grade lower than Federal Grade No. 6.

HAVING a bunch of keys returned after being lost a year was the gratifying surprise experienced by Geo. H. Dobbins, of Fremont, Wis., recently. Several years ago he received a key tag from the Grain Dealers Journal, and after his keys had lain in the road where lost, they were picked up. He writes: "I assure you I appreciate this service."



Koehler-Twidale Elevator Co.'s Concrete Elevator at Haigler, Neb.
[See facing page.]

An 18,000 Bu. Concrete Elevator.

Nebraska is evidently favorably disposed towards fireproof grain storehouses. In the last number we published a description of a new hollow tile elevator and herewith we present views of a new 18,000 bu. concrete elevator recently completed at Haigler, Neb., for the Koehler-Twidle Elvtr. Co. which maintains headquarters at Hastings. This new plant consists of a concrete elevator adjoining a hollow tile driveway and warehouse. The driveway is 12x14x32 ft.; the warehouse is 10x19x11 ft.

A cross section of the bins forms an ellipse, the two deep bins at each end of the house join to form one-half a cylinder, while the nine rectangular bins between are over-head hoppered bins with cast iron swivel spouts and slide gates. The two deep bins at either end extend to the ground and are so hoppered as to be self-cleaning for all kinds of grain. All bins are provided with manholes in the cupola and the deep bins have large holes in the bottom to provide easy entry.

The elevator proper is covered with Arco roofing, while the driveway and warehouse is covered with 4-ply asbestos. The steel window frames are equipped with wire glass, thereby increasing the protection against stones and sparks.

Under the driveway is constructed a large concrete dump sink hoppered to the

leg boot. On the track side of the house is a small dump sink arranged to receive grain from cars so that in case a loaded car develops a leak the grain can be unloaded into the elevator and transferred to another car. From this receiving sink grain is taken by an 8-inch helicoid conveyor to the boot.

One of the rectangular bins is occupied by the elevator leg, a man lift and a ladder. The leg is equipped with a 12 in. rubber belt on which are mounted 10x 5½ inch cups, 10 inch c. c. The head and boots, as well as the leg casing, are of steel. The 42 inch head pulley is run at a speed of 41 R.P.M. The elevator leg is operated by a motor in cupola, power being transmitted to the head thru the counter-shaft.

A distributing spout which receives the grain from the elevator head is operated from the work floor, where is located an indicator wheel, showing to what bin the spout is set for delivering grain. The distributor head is equipped with a flip-flap apron valve of special design so that when operator is handling grain from a certain bin thru the hoppered scale to car, the overflow from hopper when full will pass back into the bin from which grain is being drawn and no choke will occur.

Grain from a 500 bu. Howe Hopper Scale, which has its beam on the working floor, is spouted to cars thru 8-inch well casing.

The oat clipper on the work floor is driven by a 2 h.p. motor thru counter shaft. This same motor operates the screw conveyor for grain received from cars.

The house was designed and erected by the Burrell Engineering and Construction Co.

Grain Dealers Will Report on Profits.

All Grain Handlers and Grain Dealers who hold licenses from the United States Food Administration are advised that it is the purpose of the Cereal Division to call on such Licensees on Jan. 1st, 1919, for a report (on blanks to be furnished by us) of their three months' operations, Oct. 1st, 1918, to Dec. 31st, 1918, such report to show gross proceeds from sales, total expense and amount of net profit earned during the period, also per cent of profit on total sales.

In figuring the net profits, interest on capital cannot be considered as an item of expense, but interest actually paid on loans is recognized as a legitimate expense item.

No item is to be included in expense account which is not allowed by the Treasury Department in returns for Income Tax or Excess Profits Taxes.—UNITED STATES FOOD ADMINISTRATION, By J. J. Stream, CHIEF, COARSE GRAIN SECTION.

Damn!—the Kaiser.

Records Required.

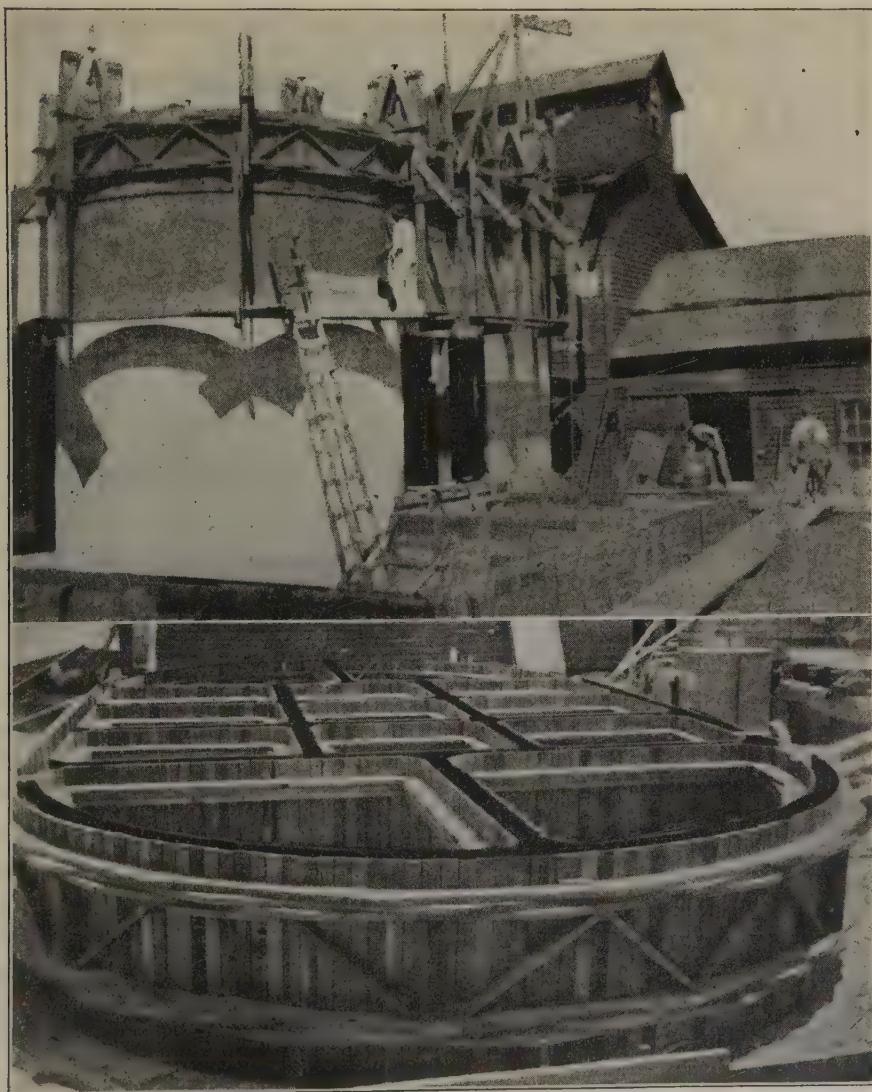
Referring to the rule which requires that licensees shall keep such records of their business as shall make practicable the verification of all reports rendered to the Food Administration, D. F. Piazzek, Kansas City zone agt. for the Administration, states in a recent circular that this is interpreted to mean that every business should prepare and keep some permanent book of record, covering purchases, showing the kind of grain, weight, grade, test, price, name of seller of each wagon load; also full and complete record of each car shipped showing car number, loading weight, grade and test, where and to whom shipped, destination, weight, grade, test and dockage, and price.

It is said that many complaints are being received with regard to price paid for wheat and failure to keep records as outlined above and particularly of grain purchases can only prejudice the office should it become necessary to check licensee's books in the investigation of any complaints that may come from his territory.

Attention is called to Rule 11 which provides that the licensee shall not knowingly commit waste, or willfully permit preventable deterioration in connection with the production, importation, manufacture, storage, distribution, or sale of any food commodities and it is stated that violations of this rule will be vigorously prosecuted. This statement is made with reference to the cleaning out of dump pits and bins.

CAR SHORTAGE has limited coal production during the last 6 months. The weekly reports show that from 4 to 18% of full time has been lost by lack of cars for loading.—U. S. Geological Survey.

THE BALANCE sheet of the Armour Grain Co. of New Jersey, as of June 30, 1918, filed with the Massachusetts commissioner of corporations, shows cash and debts receivable, \$3,729,776; accounts payable, \$969,546; total assets and liabilities, \$11,055,350; surplus, \$4,255,084.



Above: Pouring Concrete Into the Movable Forms. Below: Movable Forms for Concrete Elevator at Haigler, Neb.
[See facing page.]

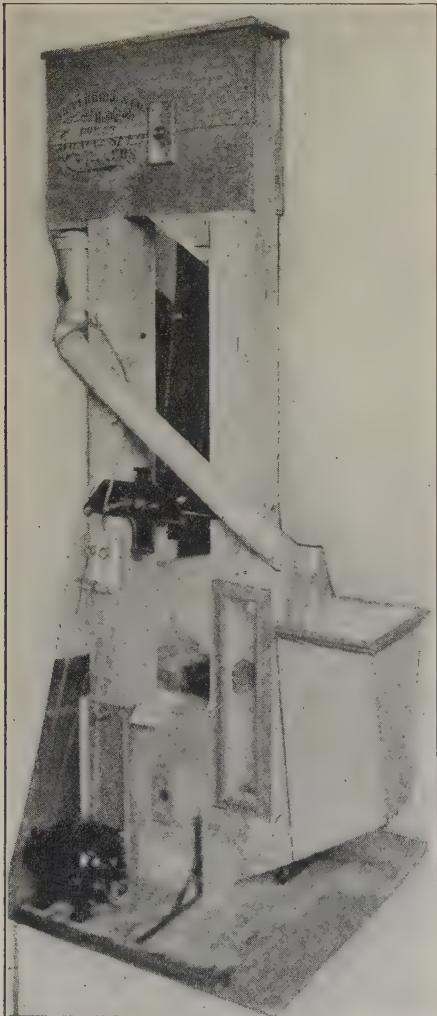
A Non-Chokable Leg.

During the past 3 weeks there has been exhibited in the Traders Building at Chicago a working model of a non-chokable elevator leg, which was built to conform to the design suggested in print No. 274 issued by the Mutual Fire Prevention Buro. of Oxford, Mich. The leg was sent by the Buro by express to Milwaukee to be exhibited during the recent convention of the Grain Dealers National Ass'n, but owing to delay in transit it did not arrive until after the convention had adjourned. Accordingly, it was then shipped to Chicago and set up and placed in operation.

The model is shown in the photograph reproduced herewith, and the accompanying engraving of a line drawing showing the design of the leg was reproduced from the Buro's print No. 274.

The essential feature of the Buro's Non-Chokable Leg is the combination of the relief chamber which forms a portion of the Hall Non-Chokable Boot, and the Gump Non-Chokable Turn Head. The leg itself was illustrated and described in detail in the Grain Dealers Journal for Aug. 25, 1917.

In the operation of the model leg, which is fitted with a 4" belt and 2x3 cups, a $\frac{1}{4}$ -h.p. G E Motor was used. Oats were placed in the supply chamber connected to the leg for making the various test runs. In every test that was made the leg, with its special boot and head construction, functioned properly and no choke occurred. After starting the motor the feed gate was opened wide and the



Working Model of Non-Chokable Leg.

oats began to feed to the boot, from which the grain was elevated to the head and discharged into the turn head from which it flowed thru the return pipe into the relief chamber. Up to a certain point the relief chamber would permit the grain to continue to feed thru the gate into the

of that device; but it is claimed that it will prevent chokes, giving relief to those who have elevator legs already built and who are in danger of fires caused by chokes.

Care of Salvage.

There is always more or less confusion after a fire occurs. For that reason we have tried to educate our policyholders to use their own good sense in handling salvage, and not wait for an adjuster or a salvage man to get around. It often takes 48 hours or more for the insurance companies to get a representative on the ground, and the first hours are the valuable ones in recovering grain.

"Keep the Water Off," and "Get Busy at Once" have been our slogans, and they have made many a dollar for the policyholder who has listened to them.

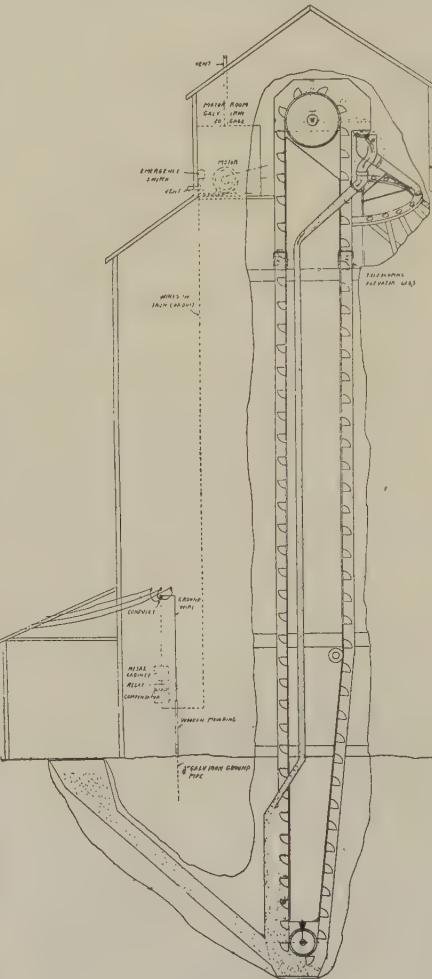
The latest returns come from the Farmers' Elevator and Milling Co., at Burns, Wyo. On Feb. 18, 1918, at 9 p. m., its elevator burned. It was a 24x26x40, 20,000 bu. cribbed building, erected in 1915. At time of fire it contained 3,410 bus. wheat, 1,608 bus. rye, 1,729 bus. oats, 1,394 bus. flax, total, 8,141 bus.

The value of all grain on hand was \$15,811.53 on which there was \$9,000 insurance, so the assured stood to lose \$6,811.53. An adjuster arrived on the scene on the morning of the 20th. The town had no fire department, so none of the grain was destroyed by water.

The assured went to work early on the morning of the 19th to recover all the grain they could, and when the adjuster arrived at Burns, the big end of the work was completed. The grain lay on the ground in piles, according to grade and condition.

Final returns show that 3,306 bus. or 65 per cent of the wheat and rye was recovered and sold for \$5,354, or 54 per cent of its original price; 793 bus. of flax or 60 per cent was recovered and sold for \$2,057, or 45 per cent of its original price. The wheat went to Kansas City and the flax to Cheyenne and Denver; the oats and the poorer grades of mixed stuff were sold locally. The total sales were \$7,798.29; expense of handling \$293.10; net sales \$7,505.19. The net proceeds were 47 per cent of the gross value, which are among the highest salvage returns in our experience. And the assured did all the work: \$6,811.53 goes to the Farmers Elevator & Milling Co., and \$683.66 to the "Grain Dealers."

Had these people waited for the adjuster to get around, they would have lost money. As it stands they come out of the fire, so far as grain is concerned, without a dollar of loss. We wish to compliment them on the excellent manner in which this whole business was handled. If you ever have a fire "Go thou and do likewise." "Keep the Water Off," and "Get Busy at Once." It pays.—*Our Paper.*



Elevator Leg Recommended by Fire Prevention Buro.

boot, but when that point was reached the flow was automatically retarded even tho the feed gate remained wide open. After the flow had once been stopped the leg continued to operate until the motor was stopped, but not once did it choke.

The relief chamber shown in front of the elevator leg employs the fundamental principle of the Hall Non-Chokable Boot, and a license to construct and use the front relief may be obtained by making application to the patentee and paying 25c for each inch in width of the bucket belts. In the construction of the relief chamber the front wall of the up leg is removed for a distance of 8 feet or more from the bottom of the fillers, and the relief chamber is built up 1 ft. by 8 ft. or more by the width of the leg. The return spout must connect to the top of the relief chamber, and when the bin is full the return spout discharges grain into the relief chamber which fills to the point where the downward pressure equals the sidewise pressure of the grain coming from the supply spout, thereby shutting off the supply. It is claimed that with this arrangement there are always 3 or more buckets filling at the same time.

The Buro makes no claim that the alterations proposed will make a leg as efficient or as economical as will the installation of a Hall Special Leg, because it will provide but one of several features

REPLYING to a resolution of the House, Sec'y of Agriculture Houston has declined to forward to the House his report to President Wilson regarding the price of wheat. The report, he is reported to have said, was given in an advisory capacity for the President's information, and the Sec'y stated that he does not believe he is at liberty to disclose it. He said, also, that he has received no official communication from the Agricultural Advisory com'ite on the price of wheat, the report of which is also asked for by the resolution.

Hearing on Tentative Oats Grades

At the hearing by the U. S. Dept. of Agriculture at Chicago Oct. 17 many constructive suggestions for changes in the tentative oats grades were offered for the protection of growers, handlers and consumers in the central territory. That radical changes will be made in the tentative grades may be deduced from the testimony following:

All branches of the trade and those interested were well represented, except the producers, who, tho invited, failed to present themselves.

The Grain Com'ite of the Chicago Board of Trade was represented by the chairman and three com'ite members. The Grain Dealers National Ass'n was represented by the chairman of its Uniform Grades Com'ite. The Illinois State Grain Inspection Department was represented by the chief, assistant chief, and four inspectors. The U. S. Food Administration was represented by its local inspector. The largest warehousing interest and the largest oat miller were represented. Milwaukee, Peoria, Louisville, Cairo and Indiana were represented. For the U. S. Buro of Markets were George Livingston, who conducted the hearing, and 8 employees of the Buro.

Chester Morrill, of Washington, D. C., solicitor, called the meeting to order at 10:15 a. m. and read Sec. 1 of the tentative grades. [See Grain Dealers Journal Sept. 25, page 477.]

Adolph Gerstenberg, Chicago, Ill.: This section conflicts with the last column of the table. The last sentence in Sec. 1 should be eliminated, or made to read "The term oats shall not include grain not classified in the table," making a change in the phraseology and not in the intent.

Mr. Morrill read Secs. 2, 3 and 4.

E. G. Boerner, Washington, D. C.: Instead of using 100 grams of the grain as in the case of corn and wheat, we plan to use 50 grams of oats for the moisture test, and will use a special graduate to measure the water.

W. J. Farrell, Chicago, Ill.: Instead of the test weight per bushel being given in pounds as in the tentative grades I suggest that the exact test be given in one-half pounds, so the inspector at the seaboard could make it 35½ instead of 35, and enable us to get a more intelligent report on shipments from the west.

George J. Le Beau, Chicago, Ill.: In shipping out 36-lb. oats on contract, some will run 37 and some 35½, whereas the whole cargo will weigh fully 36 lbs.

Mr. Morrill read Sec. 6.

R. L. Callahan, Louisville, Ky.: Have you any mechanical method of separating oats and hulls for grading?

G. H. Baston, Washington, D. C.: No, it is a hand-picking proposition.

Mr. Callahan: That suggests a difficulty in the analysis of oat hulls.

Mr. Morrill read Secs. 7, 8, 9 and 10.

W. H. Perrine, Chicago, Ill.: Is the discoloration considered to be on hull or kernel?

Mr. Boerner: It would not be practicable to cut each kernel.

Definition of "Clipped" Oats.

Mr. Gerstenberg: Why divide at 50% on clipped oats? What is the difference between a clipped oat and a clipped threshed oat?

S. H. Smith, Chicago, Ill.: It should be more definite than 50%. At least 80% of the oats should be clipped to grade as clipped oats.

Mr. Callahan: I agree with Mr. Smith that we should use language in these rules that is susceptible to only one interpretation and that clipped oats should all be clipped.

Louis Sayre, Chicago, Ill.: All clipped oats are sold on weight and the grade "clipped oats" is immaterial.

Mr. Gerstenberg: I want the word "clipped" construed.

Mr. Farrell: Oats handled into an elevator as No. 2 white will come out clipped oats. I have seen oats that were 65% clipped that never saw a clipper.

Mr. Gerstenberg: I have in mind a case where oats of high quality were kept in condition for two years by turning, and the handling knocked the ends off.

W. S. Powell, Cairo, Ill.: The man who can tell whether oats have been run over a clipper or not is certainly some judge of grain. If more than 50% are in the condition of being clipped they should be graded clipped.

Garnett S. Zorn, Louisville, Ky.: Do the inspectors designate as clipped oats those that have the ends knocked off?

Mr. Powell: No. Some oats are clipped by running thru a spout with nails in it, and this does good work.

Mr. Smith: It does not make any difference how a thing is done.

Mr. Callahan: I suggest that oats be construed as clipped if 85% or thereabouts have the appearance of being clipped.

Mr. Perrine: We have in this market a Swedish oat which has the appearance of having been clipped, tho not clipped.

A. E. Reynolds, Crawfordsville, Ind.: The Grain Grades Act provides penalties for using false or misleading terms. We in the country must be protected, and if we sell oats as clipped it is expected that they have gone thru a clipper. We will have to define the word "clipped" to avoid the penalties of the Grain Grades Act.

Mr. Gerstenberg: The buyer does not care how they are clipped. Clipping disturbs the hull. In some cases oats with beards on are in demand and clipping destroys their value.

Mr. Farrell: A 20-ft. drop from the turnhead of the elevator into the bin on a windy day will clip oats.

A. L. Somers, Chicago, Ill.: I move Sec. 10 with 50% clipped in that grade be adopted.

Mr. Boerner: The intention of the Department of Agriculture was to call them clipped if the ends were off, regardless of how they came off.

Mr. Zorn: You can not tell how many oats will lose their ends in loading out and the shipper who had unclipped oats in his elevator would get into trouble when the inspector graded them clipped.

Howard Lipsey, Chicago, Ill.: I think you could not improve on the rules of the Illinois State Grain Inspection Department. I do not believe in introducing, adding, calculating and percentage machines into the grading of grain. I believe the government is ill-advised to bring in government standards at this time, when we must conserve paper. I want to go on record as opposed to the introduction of federal grades of oats at this time.

Mr. Zorn: How long would it take to analyze a cargo of oats according to the federal rules?

Mr. Smith: One hundred years. There must be some judgment left to the inspector.

Mr. Sayre: Why should we consider the inspection department, if the rules satisfy the buyer and seller?

Mr. Boerner: In case of doubt we would have to have some point at which to cut off, say 40, 60 or 80 per cent.

Mr. Perrine: Clipped oats in the grades is going to cause a great deal of trouble. The clipped oat has been largely a trade by sample and I can not see the good of establishing a grade of clipped oats. I suggest we eliminate the grade of clipped oats.

Mr. Zorn: I do not want to stand in the gap if natural oats are bought and lose their ends in handling so the buyer can refuse them because the inspector grades them No. 2 clipped.

Mr. Sayre: I have handled irrigated oats that broke in handling so that most of them were clipped.

Mr. Reynolds: The best thing is to put clipped oats into sample. I have always advocated that the more stuff is sold on sample the squarer the deal is. What we are trying to do is to establish the intrinsic value of grain. Nature produces grain and man should only clean it and not clip off the ends or introduce water. The system of grades should comply with natural conditions: If one-three-hundredth or one-thirty-second of an inch is clipped off who is to determine?

Mr. Smith: How can the inspector tell the difference between oats that have been thru a clipper and those that have had their ends knocked off in handling?

Mr. Reynolds: If it happens in going thru a spout the ends will be found in the fine dirt.

Yellow Oats.

Frank G. Ely, Chicago, Ill.: I object to yellow in white oats. The yellow are not wanted in the eastern market. There should be a separate grade of yellow oats.

Mr. Perrine: This would necessitate throwing Iowa oats into another grade and make necessary a change in the contract grades of the Chicago Board of Trade.

Mr. Callahan: You can not bleach golden oats.

Mr. Powell: We get quite a little of the yellow oat at Cairo. Some golden oats have a very deep color.

Mr. Ely: The best oats we have this year are yellow, but I sent some to New York to my sorrow.

Mr. Smith: The black oats are the best, but they are discriminated against.

Mr. Zorn: You can always get a premium for white corn in the South, while the East will always take yellow.

Mr. Gerstenberg: From 1900 down care has been taken by the state experiment stations to educate the farmers to raise an oat that would stand the climate. The common oat blew down in the blooming period. Therefore the agricultural professors educated the Iowa producers to produce an oat that would stand up. It was called at first the "Russian green." They are used for oatmeal and every purpose.

Chicago is prepared to accept the grades for red oats, feeling this is a question that should be decided by the territory handling that variety.

"Oats and/or Wild Oats."

Mr. Perrine: It is dangerous to allow wild oats to grade as mixed oats. It would distribute wild oats all over the

country. Some years ago a firm in St. Louis put out a mixed oat that was nothing but a wild oat clipped.

Mr. Callahan endorsed Mr. Perrine.

Mr. Perrine: Wild oats should be sold as wild oats.

Mr. Morrill: In these grades oats may contain not more than 40% wild oats.

Mr. Zorn: The maximum of wild oats in any grade should be 10%.

Several seconded Mr. Zorn.

Mr. Perrine: Why was not "Standard oats" of the Chicago market included in the grades?

Mr. Morrill: To cut down to a numerical system.

Mr. Zorn and Mr. Gerstenberg agreed that a sample should be described as "not graded," so as to eliminate "Sample" from the grades. Concurred in by several, but changed to No. 6 at the afternoon session.

Mr. Gerstenberg asked for a definition of "Oats and/or wild oats."

Mr. Morrill: The two columns are not very clear. It was intended that the total provided in the last column should not be exceeded.

Mr. Gerstenberg: The difference then, between the last column and the one preceding is to be other than wild oats.

Mr. Baston: It has always been a question where to place wild oats.

Mr. Smith: Wild oats are a weed, an impurity. I have seen millions of bushels of mustard seed in oats, where I did not see a bushel of wild oats.

Mr. Ely and Mr. Callahan agreed with Mr. Smith.

Mr. Somers: I also agree they should be designated for the sole purpose of eliminating them.

Mr. Gerstenberg: Wild oats is a factor in the trade. It is there. Some of the wild oats hang on the wall of the bin and you would penalize the man who had them.

Mr. Smith: Wild oats should be considered foreign matter.

Mr. Reynolds: I suggest that sample oats be so called instead of "Not Graded," and that the best designation would be "no established grade."

Mr. Gerstenberg: I am willing to accept No. 6 as the lowest grade without description.

Adjourned to 1:30 p. m.

Afternoon Session.

Mr. Livingston called the afternoon session to order.

Yellow Oats.

A. W. Klappenbach, Chicago, Ill.: I think the yellow oat should not be included in the No. 1 grade of white oats. It does not make a satisfactory seed oat.

Mr. Le Beau: I agree. Yellow oats are superior, but could not be sold in New England or New York as seed oats. We have sold No. 2 oats as seed oats in the past. Last year we had yellow oats weighing 40 to 42 lbs. and I got word back from sample sent to New England that it was impossible to do anything with them.

E. A. Doern, Chicago, Ill.: People buy according to habit. The pure white oats stand at a premium. The yellow in the highest grades is wrong.

Mr. Zorn: It is unfair to a section where yellow oats can be grown to advantage to penalize yellow oats, and it would be best to make a separate class for yellow oats.

Mr. Callahan: Yellow should be excluded from No. 1 and No. 2.

Mr. Powell: The Illinois rules now say

yellow oats shall not be graded higher than No. 3.

Mr. Le Beau: Eliminating the yellow from No. 1 and No. 2 does not depreciate the value of them. They have their own value. We buy and pay the full or over the standard price for them. But if you include them in No. 1 and No. 2 you create a confusion, as the buyer would get a yellow oat on those grades.

Mr. Gerstenberg: Why should a man be penalized for growing an oat adapted to his soil and climate? I do not believe a grade can be made for seed oats. I believe that your term "natural lustre" covers. I believe you should add to your rules an instruction to the inspectors so they can differentiate between yellow and white oats.

Mr. Le Beau: It is difficult to distinguish between yellow and stained oats.

Mr. Smith: An *inspector* can tell the difference between them.

Mr. Zorn: In No. 4 it is provided that it shall be sweet and may contain 2% of heat damaged and 8% of other damage, a total of 10%. How can they be cool and sweet?

Mr. Boerner: We could take a perfectly sound lot of oats and mix in 10% of damaged oats and you could not get an odor.

F. G. Winter, Chicago, Ill.: No. 4 should be sweet. What Mr. Boerner says bears out Mr. Zorn's objection. The oats are not perfectly sweet when damaged oats are mixed in. The grade containing 2% of heat damaged oats would not make a milling oat.

Mr. Livingston: It is the intent of the government to make the No. 4 correspond with the present No. 3.

Mr. Gerstenberg: Chicago originated "Standard oats" to put the better No. 3 into the contract grade.

I suggest that the moisture in No. 1 should be 13%, with 1% total damage, 0.1% heat damage, 0.5% of foreign material, 1% of cereal grains, no wild oats, and the last column be reduced from 2 to 1%.

Mr. Callahan: Speaking for Louisville I want to indorse the grades suggested by Mr. Gerstenberg on behalf of the Chicago market.

Mr. Somers: I do not believe it was the intent to establish a grade so perfect it could not be grown. Two per cent of heat damage should be permitted.

Mr. Powell: The inspector who can tell by the feel of the oat whether it has 13 or 14% moisture does not live.

Delay Due to Moisture Testing.

Mr. Gerstenberg: We in Chicago have paid out half a million dollars in demurrage to have moisture tests taken on wheat this fall. We have in the past objected to moisture tests but we were overruled. We are making a concession to the federal government on the moisture test.

If a protest is to be admitted I will say we hope a moisture test will not be required on oats.

We tested 1,000 cars of oats and struck an average of 12.8% on standard oats.

Mr. Livingston: Our average for 1914, 15 and 16 showed 12.9.

Mr. Powell: Our tests for 1915 on 10,000 cars showed 14.71, range 12 to 24; 1916, 8,000 cars, 10.5 to 18%, average 12.87; 1917, 10 to 18 on 8,000 cars, average 11.96, and in 1918, for the two months of August and September, 8.4 to 16.5, average 12.24%.

The moisture is in the kernel and not on the husk. There is no way to tell the moisture by the feel.

Mr. Livingston: Our tests showed averages of 12.2 in No. 2; 12.5 in standard; 13.2 in No. 3, and 12.9% moisture in all grades.

Mr. Gerstenberg: We can get No. 1 as high as 15% and as low as 9%.

Mr. Baston: The average for the years 1911 to 1916 showed that of the No. 1 2.9% went over 14% moisture; No. 2, 2.9% over 14; standard, 12% over 14; No. 4, 24% over 14, and sample, 49% over 14% moisture.

Mr. Boerner: With the moisture test at 14% it is unnecessary to test many samples, to eliminate the actual machine test.

Mr. Zorn: I do not believe an inspector fairly could state that a sample does not require test. The rule should prohibit giving a certificate without a test. They should accurately test every car, or eliminate it altogether. On the certificate we want a statement of the moisture test. We get it on corn and wheat. Nos. 1 and 2 should be a little drier than No. 3.

Mr. Houston made a tentative agreement with the com'ite at Washington that 1% of water may be added to oats in bleaching. It is wrong for another branch of the government, the Buro of Chemistry, to seize the car when an inspector has graded it No. 1 with 14% moisture.

Mr. Lipsey: I see no reason why the oats moisture should be less than wheat.

J. A. Noble, Chicago, Ill.: We allow 1/2 of 1% of damaged oats in standard.

Mr. Winter: I have never seen any standard oats in this market containing heat damaged oats. Can we have 1/2 of 1% of fire burned oats without noticing the smell?

Mr. Smith and Mr. Noble: No.

Mr. Winter: Sample made up by Mr. Ulrich, chief of the grain sampling department of the Chicago Board of Trade, to be No. 4 under the new rules, did not look equal to our old No. 3.

Mr. Gerstenberg: For No. 2 I suggest moisture 13, weight 30; total damaged, 3%; heat damaged, 0.2%; foreign material, 1%; cereal grains, 2%; wild oats, 1%, and oats and wild oats of other colors, 4%.

Mr. Winter: No. 1 and No. 2 should meet requirements for seed oats.

Mr. Somers: We are getting these grades too high. We are going to make the requirements impossible. It is no use to have No. 1 and No. 2 if we do not use them.

Mr. Smith: You have these percentages too high and I think they ought not to be made stiffer.

Mr. Callahan: Fourteen per cent moisture would not carry in an elevator.

Mr. Farrell: It might be safe; but if the moisture was on the surface it would be dangerous unless handled. Each and every lot of grain has to be taken into consideration separately by the man at the elevator who can tell whether the moisture is on the surface or in the berry. It would be safe without any moisture test to accept and put away in store, if done by an experienced man at the elevator.

Mr. Powell: Outside moisture is dangerous.

Mr. Smith: I suggest that the moisture test be eliminated.

Mr. Somers: It seems to me the moisture test is of little real value from the inspectors' statement.

Mr. Zorn: The worst thing we can do would be to eliminate the moisture test.

Mr. Lipsey: Moisture tests on corn and oats are a different proposition. We

could get along very well without them on oats.

Mr. Callahan: How are we going to grade bleached oats without a moisture test?

Mr. Le Beau: I agree that the moisture test should be eliminated to facilitate handling at terminal markets. The difficulty due to delay in testing would be insurmountable. We have no trouble with moisture after the oats have gone thru the sweating period. We have had no complaints on account of oats going out of condition, altho we have shipped sulfured oats to Richmond, Baltimore and other dangerous points. The elimination of the moisture test can be taken care of.

Mr. Livingston: You can grade a large proportion of the crop without any test for moisture.

John E. Brennan, Chicago, Ill.: Speaking for the farmers and country shippers the benefits of the moisture test are too little to offset the harm done by delay and demurrage.

Mr. Noble: We have had to hold cars on track for inspection. It takes 30 to 35 minutes to make a moisture test.

Mr. Brennan: The one day's delay in inspection is due to the moisture test.

Mr. Noble: In one day at Chicago the state department has handled 3,200 cars of grain, one-third being oats. We have 26 machines and make 156 tests. You can not make two tests in an hour on a machine, as it takes time to clean the graduates. We start at 10 a. m. to 12 noon and test for 10 hours, and get out 1,000 cars from 7 to 1.

Mr. Perrine: We have had serious trouble on account of the way the railroads handle cars.

Walter E. Schmidt, Chicago, Ill.: The confusion has been in the railroad yards. Our office stands idle waiting for the first receipts at 9:30; and between 11:30 and 12:30 all samples are shoved over to the Board of Trade. In some yards the samplers travel 5 miles and over 25 to 30 tracks to get the samples.

Heat Damage.

Mr. Klappenbach: The heat damage is too great in grades 2 and 3. I suggest 1%.

Mr. Somers: I think it could be raised to 5 in No. 3.

Mr. Gerstenberg: For No. 3 I suggest, 14 moisture; 28 lbs.; 7 total damage; 0.3 heat damage; 2 foreign material; 2 cereal grains; 2 wild oats, and 8% oats and wild oats of other colors, in trying to adhere to "standard."

Mr. Zorn: To speak for the Indiana grain dealers where a great deal of wheat land is sown to oats, they desire 5% of wheat to be admissible or 3% of all other cereals; 10 in No. 4 and 15% in No. 5.

Mr. Winter: Three per cent admixture of cereal grains is too high.

Mr. Perrine: Three per cent of wild oats is too high in No. 3.

John H. Brooks, Chicago, Ill.: It is too large; not over 1% should be in No. 3, tho it may be all right in Minneapolis.

Mr. Zorn: I think the No. 4 grade as suggested by the Department of Agriculture is perfectly satisfactory except the heat damage. I doubt if any inspector would consider a car having 2% of bin burnt as sweet.

Mr. Smith: You could see them but you could not smell them and we would call it sweet.

Mr. Gerstenberg: Minneapolis presents thru its grain com'ite that No. 4 oats should take into consideration the foreign matter and have the privilege of dockage; that mustard seed and foreign material

should have consideration. Personally I do not like to see dockage on oats.

Mr. Somers: If we lower the heat damage below 2% we will have too many No. 5 oats.

Mr. Winter: Type samples made up according to the new rules were unanimously agreed to contain too much damaged and heat damaged to go into No. 3 or standard oats. Oats containing a total of 10%, and 2% of heat damaged could not be cool and sweet.

Mr. Powell: Three years ago we had an enormous quantity of heat damaged oats in Illinois; and if we then graded down a car containing 10% the man thought he was robbed. I think you are too liberal on wild oats and too light on all other factors.

Mr. Gerstenberg: Personally in the interest of the country shipper I suggest amending No. 4 to allow 4% of heat damage and 4% wild oats.

Mr. Klappenbach: We buy oats to arrive, and if it contains 4% it will cease to be a commercial grade.

Mr. Brennan: My sentiments as representing the country shipper are those of Mr. Gerstenberg, to increase the heat damage to 4%.

Mr. Somers: I think we have 4% of heat damage in our No. 3 and I agree with Mr. Gerstenberg.

Mr. Noble: Oats with 4% heat will be sweet.

Mr. Gerstenberg: Oats are made up with 8% heat damaged and sold for export and give satisfaction.

F. B. Tompkins, Peoria, Ill.: I think 4% of heat damage is the outside line for sweet.

Mr. Zorn: My friends from Indiana want 10% of wheat in No. 4.

Wild Oats.

Mr. Gerstenberg: As No. 5 is an article of commerce the elimination of the wild oat is recommended with a view to encourage the improvement of the crop.

Mr. Zorn: At least 10% of wild oats ought to be allowed in No. 5, and it is a fact the Northwest will have wild oats of feeding value.

Mr. Gerstenberg: The government is spending a great deal of money to eliminate the wild oat as a poison. Why not try to follow the Department of Agriculture by eliminating this poison? The wild oat is cleaned out of barley and disappears in an oats mixture.

Mr. Brennan: We have a demand locally for wild oats for feeding that can not be satisfied. Some of the teaming companies are feeding wild oats exclusively.

Mr. Somers: I suggest the heat damage be raised to 8% in No. 5.

Mr. Brooks: I would suggest as much as 10% of heat damage.

Mr. Gerstenberg: I change my former suggestion to 10%.

Mr. Brooks: In the interest of the country shipper the moisture content on 1, 2 and 3 should be eliminated, and use the term "dry."

Mr. Gerstenberg: We all are a unit in favor of eliminating the designation "Sample" and calling it No. 6.

Mr. Livingston: If adopted the oats grades will not go into effect on the 1918 crop.

In reply to a question Mr. Livingston stated "We are working on grades of barley, but it will be impossible to put them into tentative form until next year."

Adjourned *sine die*.

IN ATTENDANCE.
From Office of Grain Standardization,

Euro of Markets, U. S. Dept. of Agriculture: Geo. Livingston, Chester Morrill, G. H. Baston and E. G. Boerner, of Washington, D. C.; W. P. Carroll and J. C. Kerr, of Chicago; C. L. Cannon, of Toledo, O., and R. B. Woolsey, of Indianapolis, Ind.

Illinois State Grain Inspection Department: Walter E. Schmidt, chief grain inspector; J. A. Noble, ass't chief; Wm. MacLaren, auditor; Sam. H. Smith, Geo. J. Cassidy, Edward Raichart, J. Johnson, and John Keefe, all of Chicago.

Grain Com'ite Chicago Board of Trade: Adolph Gerstenberg, of Gerstenberg & Co., chairman; F. G. Winter, of the Quaker Oats Co.; John Kellogg, for McDougal of the Armour Grain Co., and John H. Brooks, for Sager of J. H. Dole & Co.

Uniform Grades Com'ite of Grain Dealers National Ass'n: R. L. Callahan, of Louisville, Ky.

U. S. Food Administration: W. J. Farrell, inspector, Chicago.

Louisville Board of Trade: Garnett S. Zorn.

Milwaukee Chamber of Commerce: Wallace M. Bell and P. P. Donahue.

Peoria Board of Trade: F. B. Tompkins, chief grain inspector.

Indiana Grain Dealers Ass'n: A. E. Reynolds, Crawfordsville, Ind.

Chicago Dealers: Geo. J. LeBeau, of Bartlett Frazier Co.; John E. Brennan; Frank G. Ely; A. L. Somers, of Somers, Jones & Co.; Howard Lipsey, of Lipsey & Co.; A. W. Klappenbach, of the Hales & Edwards Co.; W. H. Perrine, of W. H. Perrine & Co.; Louis Sayre, of J. Rosenbaum Grain Co.; Chas. E. Scarritt and E. A. Doern, both of the Pope & Eckhardt Co.

LICENSE of Lang & Co., New York, flour dealers, was suspended Oct. 22 for 30 days for failure to regard the ruling of the Food Administration that any profit on flour above 75c per barrel would be considered an unreasonable transaction. The firm is alleged to have taken an average difference between cost and selling price of \$1.04 per barrel, and in making the suspension the Food Administration refused to accept the firm's plea of ignorance.

THE PHENOMENON resulting in the production of red, white and blue kernels on ears of corn is called xenia. In bringing it about artificially the silks are carefully divided and the shoot protected by a gauze bag. Pollen from the blue flint corn is placed on one part of the silks, the others being carefully protected with oiled paper. In about 48 hours pollen from white dent corn is placed on other silks; and later pollen from red dent corn is placed on the remaining silks. A blue kernel will appear everywhere a silk received pollen from blue flint; and the same thing will happen with the silks pollinated from white and red dent. By taking sufficient trouble many rings or bands and stripes of color can be obtained.

DEDUCTIONS based on the law of averages, and recently given publicity by the Buro of Crop Estimates of the U. S. Dep't of Agriculture are that no crop ever improves its condition from month to month, that is, if wheat shows 85% of normal in March it will be less than 85% in May and probably still less at harvest time; and that no crop ever makes a normal or 100% yield, that is, even the greatest bumper crop will be somewhat below what it should be under perfect conditions. In a table issued by the Buro it is shown that July is the critical month for corn, the first of December to the end of March the critical period for winter wheat and winter rye, and July the critical month for spring wheat. That one month or another should be a critical one in crop production may, it is said, not be due to anything inherent in the plant. With a change of geographic distribution perhaps there would be a change to another critical month in the plant's season.

Grain Trade News

CALIFORNIA

Madera, Cal.—There are 3 grain warehouses here but no elvtr. Saunders Bros., who have maintained a grain warehouse for years, are now engaged in the grain business.—X

CANADA

Belbeck, Sask.—Fire destroyed the North elvtr. of the Belbeck Farmers Elvtr. & Trading Co. The damage is estimated at \$50,000.

Cory, Sask.—The engine room of the Cory elvtr. burned Sept. 28, but the flames were extinguished before they reached the main building.

Winnipeg, Man.—A maximum price of 85½c was set on oats for October delivery Oct. 22, and purchases are allowed only to close short contracts.

Fort William, Ont.—All efforts to end the strike of the grain handlers in local elvtrs. have failed. It is said the elvtr. managers in conference refused to recognize the handlers' union.

Winnipeg, Man.—Traders may no longer lovingly pull thru their meerschaums, leisurely puff their cigars, or exhale smoke from their cigarettes in the trading room. All pipe dreams vanished when a notice was placed on the board Oct. 18 saying that the smoking rule would again be enforced.

Toronto, Ont.—A meeting of grain dealers was held here Oct. 11 with the grain commissioners to discuss the means and methods of licensing the grain trade of the province. There was a good attendance of grain dealers and millers, and the matter of the organization of an ass'n was discussed. A later meeting was held Oct. 22 to consider the formation of an ass'n.

Fort William, Ont.—Grain trimmers, of whom a number abandoned work Oct. 16, have complicated the strike of elvtr. employees of this city and other lake points who went out Oct. 7. This strike is of a purely sympathetic nature, and as it occurred after the order-in-council forbidding strikes, considerable curiosity has been aroused as to what action the authorities will take in the matter.

Woodstock, Ont.—One of the large elvtrs. of the Jas. Cullen Mfg. Co. collapsed Oct. 9, piling thousands of bushels of good No. 1 hard wheat and a mass of wreckage in the yards surrounding the plant. The accident is attributed to frost enlarging a crack in the side of the elvtr. The structure had just been filled with 6,000 bus. of new wheat and it is thought that the enormous strain of 180 tons was too great.

Winnipeg, Man.—Drastic action has been taken by the executive council of the Grain Exchange to prevent the spread of Spanish influenza among the members and employees. President Fred A. Anderson announced that it had been decided to allow only one representative of a firm to be on the floor of the trading or smoking room at the same time. The order went into effect on Oct. 11. This action will materially reduce the number of men gathered together in the transaction of business, and it is hoped will act as a deterrent to the spread of the disease.

COLORADO

Holyoke, Colo.—William Delong is mgr. of the Speltz Grain Co.'s elvtr.

Roggen, Colo.—Phil Potter, former mgr. of the Roggen Equity Exchange, has resigned. He will take charge of the Hereford Elvtr. at Hereford.

Holyoke, Colo.—W. Spence has succeeded Paul Reimer as mgr. of the Holyoke Equity & Merc. Co. This concern bot out the Holyoke Flouring Mill, June 15, 1918.

Eads, Colo.—A building formerly used as the school house, now owned by A. C. Neilman, is being moved to a point on the Missouri Pacific railroad where it will be used as a mill and elvtr.

IDAHO

Grace, Ida.—The Grace Mill & Elvtr. Co. contemplates increasing the capacity of its mill from 125 bbls. to 250 bbls.

American Falls, Ida.—J. T. Doran, former sec-treas. and mgr. of the Standard Grain Co., has quit the grain business.

Caldwell, Ida.—An appeal was filed Tuesday in the district court by the defendant in the case of the Caldwell Mfg. & Elvtr. Co. v. Elvin Adams, an action to recover \$457.89 damages and costs for alleged conversion of grain.

Michaud, Ida.—Contrary to the information contained in our recent report, the man, who was concerned in the accident and resulting fire that recently destroyed a truck owned by the Zaring Grain Co., of American Falls, and a platform belonging to this company, was not killed. He was injured but has since recovered. We are told that the fire was caused by the use of an open lantern.—Intermountain Farmers Equity, Inc., A. Y. Satterfield, general mgr., Pocatello.

Rupert, Ida.—We have installed a 50-barrel Midget Mill and two 5,000-bus. Tung-lok grain bins and the necessary elvtr. equipment. These bins have a second floor 23 feet above the first floor which provides for a carload of wheat in the top of each bin. We clean and weigh into these upper bins and have it ready to dump at any time cars are provided. No change has been made in this town for the handling of grain.—Rupert Seed & Mfg. Co., F. N. Victor, mgr.

ILLINOIS

La Grange, Ill.—The report that an elvtr. is being built is erroneous.

Warsaw, Ill.—Chas. Schaad is mgr. of the Farmers Grain & Supply Co.

Augusta, Ill.—C. E. Dawkins & Co. are erecting a new up-to-date office building at their elvtr.

Beason, Ill.—The new elvtr. being erected by the Skelton Farmers Elvtr. Co., is nearing completion.

Tabor, Ill.—The Tabor Co-operative Grain Co. is rebuilding a 35,000-bu. elvtr. on the Vandalia.

Dwight, Ill.—Fire at the elvtr. of the Farmers Elvtr. Co. was easily extinguished with a hand extinguisher.

Woodland, Ill.—Wm. T. Kasten has succeeded O. H. Rosenberger as mgr. of the Woodland Farmers' Elvtr.

New Berlin, Ill.—Edw. S. Munson, mgr. of the Illinois Central Grain Co., is suffering from heart trouble.

Latham, Ill.—The elvtr. and other buildings of the Farmers Grain Co. are being given a new coat of paint.

Fairland, Ill.—Charles Rice of Tolono is the new mgr. of the Farmers elvtr. He took up his new duties Oct. 1.

Taylorville, Ill.—Z. L. Hopson has accepted a position as mgr. for the Farmers Grain Co., succeeding Mr. McClintock.

Morris, Ill.—The Farmers Square Deal Grain Co. is building a new office 18x33 feet, of brick with concrete basement. Its equipment will be modern throughout.

Atkinson, Ill.—C. A. Cole has resigned as mgr. of the Atkinson Farmers Elvtr. Co. He has been here for two and one-half years. His successor has not yet been named.

Emden, Ill.—General repairs have been made and a new off driveway built.—Smith-Hippen Co., E. C. Hamilton, mgr.

Hooperston, Ill.—The Illinois Lumber, Grain & Coal Co. has increased its capital stock from \$60,000 to \$76,000.—H. C. Finley, mgr.

Bradford, Ill.—J. P. Code has disposed of his interests in the Wyoming Grain Co., of Wyoming, to other members of the company.

Nora, Ill.—C. N. Fank has leased Lausch & Sons elvtr. at Warren and takes possession Nov. 1. Ted Hartsough will be business mgr.

Krueger, Ill.—The matter of opening a highway to the new elvtr. of the East Lincoln Farmers Grain Co. was given a hearing Oct. 10.

Utica, Ill.—The Utica Elvtr. Co. contemplates increasing the capital stock from \$12,000 to \$24,000, and to change the shares from \$50 to \$100.

Osberndale sta. (Blue Mound p. o.), Ill.—F. H. Clover has succeeded Otto F. Young, as mgr. of the Mt. Auburn & Osberndale Grain Co.

Hammond, Ill.—The Hammond Co-operative Grain Co., a recently incorporated concern, has bot the elvtr. formerly operated by F. J. Kizer & Son.

Raymond, Ill.—Frank A. Todt has resigned his position as mgr. for the Farmers Grain Co. and Tom F. Henry has been appointed his successor.

Wyoming, Ill.—J. P. Code, of Bradford, Ill., has disposed of his interests in the Wyoming Grain Co. of this city, to other members of the company.

Darrow, Ill.—Geo. W. Brainard, former mgr. for the Farmers Grain Co., at Darrow, is now with the Donovan Grain Co., in a similar capacity.

La Harpe, Ill.—Ray Mesick, formerly connected with this house, has been called to the service. This firm was previously operated as Coulson & Mesick.—Coulson & Mayor.

Bethany, Ill.—Tom Abrams' elvtr. was set on fire Oct. 9 by locomotive spark, but was saved by prompt action with barrels and buckets. The damage amounts to about \$25.

Warren, Ill.—The elvtr. of Lausch & Sons has been leased to C. N. Fank of Nora; possession will be given Nov. 1. Ted Hartsough, also from Nora, will be business mgr.

Varna, Ill.—The elvtr. taken over recently by J. C. Maddin of Del Rey has undergone general repairs; elvtr. leg overhauled and a new driveway put in.—J. C. Howard, La Grange, Ill.

Thomasboro, Ill.—Charles Gilman has been appointed mgr. for the Farmers Elvtr. Co. Mr. Gilman had previously been employed as bookkeeper, by Clarence Walton, former owner of the elvtr.

Roanoke, Ill.—The Roanoke Farmers Ass'n has under consideration plans to erect a new elvtr. on the present site. The corn house and the oats house, both old structures, will be removed.

Warsaw, Ill.—C. H. Schaad is now mgr. of the Farmers Grain & Supply Co. Fred Council, his predecessor, has become general mgr. of the 39 grain stations operated by Mr. Talbott, of Keokuk, Ia.

Macomb, Ill.—I resigned my position as mgr. of S. C. Bartlett Co.'s elvtr. at Akron, on Sept. 14, and on Oct. 7 I entered my duties as mgr. for the Farmers Grain, Fuel & Supply Co., here.—A. C. Parks.

Bongard (Philo p. o.), Ill.—J. C. Deere is mgr. of the Bongard Grain Co., Fairland, Ill. I am mgr. of the elvtr. of Paul Kuhn & Co., one of the two houses operating at this place.—J. M. Ewing, Fairland, Ill.

Chenoa, Ill.—C. W. Parry, of Peoria, has moved here and has assumed charge of the two elvtrs. recently purchased from C. E. Elson. The name of the firm is the C. W. Parry Grain Co. It was erroneously reported in the issue of Sept. 25 that the E. B. Conover Grain Co. had purchased the local interests.

Rochester, Ill.—The Weiler Grain Co., incorporated; to deal in grain, hay and other farm products; capital stock, \$20,000; incorporators, Ira E. Twist, John F. Twist, Clarence G. Twist and Chas. G. Weiler.

Strasburg, Ill.—The Bernhard Mfg. Co. has built an addition on top of its elvtr. to use as a cleaning room for small grain. A new cleaner and sheller will be installed. The company will have an additional capacity of 10,000 bus.

Milford, Ill.—L. T. Hutchins, who has had an interest in the elvtr. of W. W. Evans since January, is now a partner, and the firm will be known hereafter as Hutchins & Evans. Francis Yant, of Indianapolis, will manage the office.

Monticello, Ill.—The following have been elected officers of the Monticello Grain Co.: W. P. Smith, pres.; J. P. Kratz, v. pres.; J. L. Weddle, sec'y; W. H. England, treas. J. N. Dighton, Harvey Crotter, L. C. Burgess and John Phalen are directors.

Akron, Ill.—A. C. Parks has resigned his position as mgr. of the local elvtr. of the S. C. Bartlett Co., of Peoria, and has accepted a position as mgr. for the Farmers Grain, Fuel & Supply Co., at Macomb. Geo. R. Myer is his successor here.

Welland (Mendota p. o.), Ill.—The Penrose Elvtr. Co. has let a contract to remodel and enlarge its feed house. When the work is completed the house will be 32x40 feet and will have a large bin overhead in which to store timothy seed.

Warsaw, Ill.—Frank E. Sharp, formerly engaged in the grain business in Blandinsville, has purchased the elvtr. previously operated by the Warsaw Mfg. Co., and with his son, Shirley E. Sharp, will operate it under the firm name of Sharp & Son.

Decatur, Ill.—The Wm. H. Suffern Grain Co. will erect a modern reinforced transfer grain elvtr. on a tract recently purchased on the Illinois Central Railroad as soon as a preferential permit can be secured, application for which has already been made.

Blandinsville, Ill.—Frank E. Sharp, who recently sold his elvtr. here to the Farmers Elvtr. Co., has purchased the elvtr. formerly operated by the Warsaw Milling Co. at Warsaw, and with his son Shirley E. Sharp, will conduct a grain business under the firm name of Sharp & Son.

Clemens (Murrayville p. o.), Ill.—At a recent meeting of the stockholders of the Farmers Elvtr. Co. a dividend of ten per cent was declared and officers elected as follows: William Mortimer, pres.; J. R. Wilson, v. pres.; B. F. Rawlinson, sec'y and treas. John Flynn and Wm. Craig were made directors; John H. Shirley, elvtr. mgr.

Orleans, Ill.—At the annual meeting of the Orleans Farmers Elvtr. Co., held Oct. 14, the following were elected to office: Clark Stevenson, pres.; Clyde Cox, v. pres.; Guy Bender, sec'y and treas. Messrs. Frank Dannenberger, E. L. Richardson and Truston Davis were chosen directors. A dividend of six per cent was declared at the meeting.

Sadorus, Ill.—Robert Stevens and John Freeman have both the Suffern-Hunt Grain Co.'s local elvtr. here and at Garber. This makes four elvtrs. for the local men, their other houses being located at Sloan's Crossing and Ivesdale. Possession will be given Nov. 1. J. W. Collins, who was mgr. of the elvtr. at this place for the former owners, has returned to Decatur.

Harvey, Ill.—Loss of \$100,000 was caused by fire which destroyed the plant being operated under lease by the Chicago Refining Co. on the morning of Oct. 5. The plant was being operated in the manufacture of corn goods, especially starch, and since the company leased the plant about a year ago it had expended \$109,000 on machinery, including a new power plant. The first two cars of corn starch were produced Oct. 2, and on Oct. 4 the underwriters accepted the plant for insurance, which was to have been placed on Oct. 5. There were 30,000 bus. of corn stored in the tanks, which were more or less damaged, and this was the only salvage. The fire started in

the feed driers. No plans have been made for rebuilding.

Wyoming, Ill.—I have succeeded D. M. Stauffer as mgr. of the Wyoming Grain Co. Mr. Stauffer resigned his position because of sickness in his family. The company has taken over the coal department and sheds of the R. C. Sellon Coal & Lbr. Co., and will conduct the business of same from the grain office.—D. K. Shearer, mgr.

Cairo, Ill.—R. J. Pendleton, of the Pendleton Grain Co., expects to be filling the big grain house leased from the Illinois Central, with wheat by next week. Regarding the shipment of grain by river, Mr. Pendleton stated that the first trip of the barge line to New Orleans, carried both bulk and sacked grain. In the shipment was a quantity of corn for Cuba.

Decatur, Ill.—The American Hominy Co. proposes to erect a six-story corn milling plant on the site of the old office building which is being torn down if the war industries board will grant the priorities orders for some of the necessary materials. The company plans to spend \$80,000 on the project which besides the construction of a mill includes the extension of the other mill buildings.

Manito, Ill.—Work on the erection of the new Turner-Hudnut elvtr. will progress without interruption until completed. The contractors expect to have the plant ready to turn over to the company in a month. The house will be equipped with nine bins, each separate and apart from the other. In the corners of the building are round bins 12 feet in diameter, enclosed in six-inch reinforced concrete walls. Surmounting the plant will be a cupola 37 feet in height.

CHICAGO NOTES.

George Marble, a former traveling solicitor, is now employed in the Weighmaster's Dept. of the Board of Trade.

Charles B. Congdon, veteran Board of Trade operator, is to wed again. The bride-to-be is Mrs. A. E. Hawley, of Evanston.

Board of Trade subscriptions to the Fourth Liberty Loan amounted to \$5,250,000, or \$1,325,000 in excess of its quota, or 137 per cent.

The death of Hercules F. Dousman, Esq., occurred at Evanston, Ill., on Oct. 11. Mr. Dousman was active on the Board of Trade for many years.

Ben S. Stauffer, formerly an active member of the Board of Trade, died at Long Branch, N. J., where he has resided for the past two years.

George D. Brown, a former corn trader, has posted his Board of Trade membership for transfer. He has been a member for forty years and has been around the board since 1870.

William S. Sebald has been appointed mgr. of the local office of Chandler Bros. & Co. He has been with the firm for some time, and formerly was with Finley Barrall & Co.

Members of the Clearing House of the Board of Trade are now required to report all transactions in corn and oats that involve contracts for 15,000 bus. or more. The minimum formerly was 25,000 bus.

The Armour Grain Co. boosted Chicago's quota of the Liberty Loan materially with a subscription of \$200,000. A plus subscription of \$50,000 was had from the Northwestern Mill & Grain Co., and one of \$25,000 from the Rosenbaum Grain Co.

The directors of the Board of Trade approved amendments to the rules Oct. 22 to equalize commission rates on to-arrive grain. The rate now is three-fourths of 1% and it is proposed to make it 1%, or the same as that charged on straight consignments. The amendments will be posted for ballot.

A lively demonstration took place Oct. 15 when the Board of Trade celebrated the event of its going over the top in the Fourth Liberty Loan drive. The jollity began at 12 o'clock when a bluejacket band marched in playing patriotic airs and heading a procession of the members who waved flags and cheered vociferously.

Since America entered the war 1,500 fighters have been graduated from the Board of Trade signal school and are now doing their bit overseas. Aside from this 500 are in service who received partial training in the school. There are 300 students in the school at present, learning telegraphy, wireless and other means of communication.

The Midwest Elvtr. Co. has taken over the elvtr. property and business of the Mueller & Young Grain Co. The property is located at Stewart ave. and Fifty-sixth place and was acquired for a stated consideration of \$200,000. The company is composed of those connected with the Mueller & Young Co., and others. The Mueller & Young Co. will continue in the grain business.

The following com'ite of the Board of Trade has been created to assist the district exemption board in reviewing claims for deferred classification on industrial grounds: J. A. Bunnell, chairman; Geo. E. Marcy, Adolph Kempner, W. H. Perrine and T. E. Cunningham. Members of the Board of Trade may place with this com'ite for consideration cases where industrial claims are contemplated, and forms for making the claims may be had from the office of the sec'y.

A ballot vote of the members of the Board of Trade will be taken Oct. 26 on a proposed amendment to the rules relating to the delivery of corn on contracts for future delivery. The effect of the proposed change will be to return to the grades that formerly were in effect, and that were amended to take care of last year's abnormal crop. No. 1 and No. 2 white and yellow corn will be deliverable at $\frac{1}{2}$ cent premium; No. 1 and No. 2 mixed at contract price; No. 3 white and yellow at 2 cent discount; No. 3 mixed, $2\frac{1}{2}$ cent discount; No. 4 white and yellow, $4\frac{1}{2}$ cent discount; and No. 4 mixed, 5 cent discount. No. 4 corn of the new crop is deliverable only during the months of November, December, January and February. The rule, if adopted, will become effective Jan. 1.

INDIANA

Summitville, Ind.—C. C. Inglis is receiving his mail at Tipton.

Anderson, Ind.—B. O. Barnes, mgr. of the Union Grain & Coal Co., died Oct. 10.

La Grange, Ind.—The elvtr. of the Home Grain Co. will be closed on Thursday and Friday of corn school week.

Lanesville, Ind.—We lost our elvtr. and warehouse and are no longer in business here.—Zabel & Son, New Albany.

Columbus, Ind.—H. Griffith, a local banker and grain dealer, is improving his elvtr. and has taken personal charge of same.

Montpelier, Ind.—A new addition is being built to the north end of the elvtr. of H. L. Walker, which will double the capacity of the plant.

Boswell, Ind.—Work has commenced on the erection of a new elvtr. for the Boswell Grain Co. The work will be rushed to completion.

Muncie, Ind.—The Hibbits Milling Co. has filed its preliminary notice of dissolution. The company until a year ago operated a flour mill for nearly seventy-five years.

Franklin, Ind.—Preliminary certificate of dissolution has been filed by the J. M. Dunlap Grain Co., which concern was taken over by the Farmers Elvtr. Co. a few months ago.

Corydon Junction (New Salisbury p. o.), Ind.—The feed store, granary, livery, garage, and hotel owned by Christian Hizer were destroyed by fire Oct. 15. The loss, estimated at \$30,000, is partially covered by insurance.

Aylesworth, Ind.—Freeman Knowles has purchased the elvtr. of the Aylesworth Elvtr. Co., and will take possession not later than Nov. 1. Ed. Foster, who was employed by the former owners as mgr., will temporarily retire from active business life.

Jonesville, Ind.—H. Griffith will commence work on the erection of a new elvtr. at once, to be completed in time to store corn late this fall if he can secure the necessary labor and materials. Since the old elvtr. burned Mr. Griffith has been greatly handicapped in the handling of grain.

Geneva, Ind.—There are two elvtrs. operating here now, the Geneva Elvtr. and the Geneva Mfg. & Grain Co., the latter is run in connection with the grist mill. Do not know what the capacity of the new elvtr. of the Farmers Equity will be, as not even the foundation is laid as yet.—X.

Attica, Ind.—Jones Bros. have finished building their 40,000-bu. elvtr., the outside covered with asbestos shingles, making it fireproof. There are four storage bins 50 feet deep and having a capacity of 6,000 bus., and four 30 feet deep with a capacity of over 3,500. The entire building is electric lighted and the equipment and machinery is up-to-date in every particular.

INDIANAPOLIS LETTER.

J. A. McComas is grieving the loss of his wife.

A proclamation has been issued by Governor James P. Goodrich urging farmers to exercise extreme caution in the selection of seed corn this year. The proclamation called attention to the fact that the proper selection of seed is a war measure.

R. B. McConnel, who for the last 3 years has been with Lamson Bros. & Co. at Indianapolis, and previous to that time was with the same firm at Danville, Ill., for 15 years, has gone with Bert A. Boyd Grain Co., and will travel for the busy commission firm in Ill. and Ind.

IOWA

Arcadia, Ia.—Henry Kekker is the new mgr. for the Farmers Elvtr. Co.

Hornick, Ia.—The Armour Grain Co. recently put in a new 10-ton truck scales.

Whiting, Ia.—E. L. Foss, mgr. for Elliott & McBeth, died Oct. 16 of pneumonia growing out of influenza.

Breda, Ia.—Frank Brinker, prop. of the Breda Elytr. Co., has declared his intention of selling the elvtr.

Neola, Ia.—J. L. Dineen, formerly in charge of the Quaker Oats Co.'s interests at Belmond, is now in charge of the elvtr. here.

Stratford, Ia.—O. W. Kline, mgr. of the Stratford Grain & Supply Co., has resigned.

Algona, Ia.—New machinery is being installed in the elvtr. of the Bowles-Billings-Kessler Grain Co. at a cost of \$2,500.

Keokuk, Ia.—Fred Council, former mgr. of the Farmers Grain & Supply Co. of Warsaw, Ill., is now with the O. A. Talbott Co.

Dike, Ia.—The elvtr. of Billman & Lines has been purchased by the Farmers Co-operative Co., and possession will be given Nov. 15.

Postville, Ia.—A considerable quantity of wheat was destroyed in a fire which broke out in the upper part of the elvtr. of Hall Roberts & Son, Oct. 16.

Oskaloosa, Ia.—We have built a brick addition to our plant 30x16, for the storing of flour. No other improvements are being made at this time.—The Blackford Co.

Hornick, Ia.—The Hornick Cereal Co. has bot the elvtr. of the Holmquist Elvtr. Co., possession to be given at once.—H. L. Schmitz, formerly agt., Holmquist Elvtr. Co.

Belmond, Ia.—J. L. Dineen, who has been in charge of the Quaker Oats Co.'s local interests, has gone to Neola to take over the management of the elvtr. at that place. His successor here is E. T. Lyons.

Titonka, Ia.—The Quaker Oats Co. has bot and is now in possession of the elvtr. formerly owned and operated by F. S. Livermore. John A. Sleper, buyer for Mr. Livermore for several years, has been retained by the new owners.

Elma, Ia.—The Kuehl Grain & Live Stock Co. has discontinued business at this place and has removed to Malcom, there to engage in the grain and lumber business. The concern will operate as the Kuehl Grain & Lumber Co.

Dayton, Ia.—The new cement house of the Farmers Elvtr. Co. is about completed. It has a capacity of 30,000 bus. Elmer Shostrum, who was former owner of the Dayton Elvtr. Co., which concern was bot by the farmers, will be mgr.

Grand View, Ia.—I am owner and operator of the Liberty Grain Co., which concern was formerly the Grandview Elvtr. Co., owned jointly by H. V. Stineman and myself. Mr. Stineman is now in the United States service.—J. M. Buster.

Council Bluffs, Ia.—The Iowa Elvtr. Co.'s terminal house has been bot by D. C. and G. R. Reitz and the Adams-Whyte Grain Co. will operate it. D. C. Reitz is the supt., and G. R. Reitz will be in the office at Omaha.—Adams-Whyte Grain Co.

Malcom, Ia.—We have removed from Elma, where we formerly conducted a grain and live stock business, operating as the Kuehl Grain & Live Stock Co., and are now conducting a grain and lumber business here, as the Kuehl Grain & Lumber Co.—E. Kuehl.

Dike, Ia.—The Farmers Co-operative Co., incorporated; to buy and sell grain, coal, lumber, farm produce and supplies. Capital stock, \$35,000. Directors of the company are: Jens G. Thuesen, H. A. Steffen, F. H. Crouse, H. O. Larsen, Jas. K. Murphy, John Dieken and Jacob Jensen.

KANSAS

Darlow, Kan.—J. W. Stewart is agt. for the Consolidated Flour Mills Co.

Delavan, Kan.—Work has been started on the foundation for the new elvtr. of the Farmers Union.

Arlington, Kan.—A 50-bbl. mill will be built by the Arlington Elvtr. Co., work to begin at once.

Hackney, Kan.—H. S. McFarland is mgr. for the Farmers Union Co-operative Ass'n, which has practically completed an elvtr.

Partridge, Kan.—W. S. Williams has bot the elvtr. and grain business of Earhart & Anderson.

Centerview, Kan.—Wm. Troutman is mgr. for the Consolidated Flour Mills Co., successors to the Southwest Grain Co.

White Cloud, Kan.—The A. J. Elvtr. Co. is improving its elvtrs. at this place and at Sparks, Leona, Severance, Iowa Point and Fanning.

Leavenworth, Kan.—The Moore-Lawless Grain Co. of Kansas City, has leased the Kansas Central elvtr. The house has a capacity of 175,000 bus. It will be improved and enlarged.

Clyde, Kan.—Logan Rundle, who has been connected with the Clyde Mfg. & Elvtr. Co., has left the service of that company to remove to Decatur, Ala., where he is interested in an elvtr.

Trousdale, Kan.—The Southwest Grain Co. has been succeeded by the Consolidated Flour Mills Co., of Hutchinson.—J. W. Martin, mgr.

Ransom, Kan.—The Ransom Farmers Co-operative Union, incorporated; capital stock, \$20,000; incorporators, E. N. Simpson, W. O. Sidebottom and C. F. Kraus.

Galatia, Kan.—The Farmers Union Co-operative Ass'n is building a new elvtr. between Holyrood and here, on a branch of the Santa Fe.—The Clafin Mill & Elvtr. Co.

Price (Sabetha p. o.), Kan.—Roy Dillaplain has been employed to manage the Farmers elvtr. here. Price is a small place on the Grand Island, four miles west of Sabetha.—X.

Delavan, Kan.—We are building a tile elvtr. of about 14,000 bus. capacity. It will be $\frac{1}{2}$ pitch from engine room to top of tanks, with bins above driveway.—Delavan Farmers Union, R. C. Harkness, mgr.

Rossville, Kan.—Suit was recently filed by the Peoples State Bank against the Golden Belt Grain & Elvtr. Co., asking for judgment for the value of 277 bus. of wheat which it is alleged should have been delivered to the bank by a farmer.

Hopewell (Fravel p. o.), Kan.—The Consolidated Flour Mills Co., of Hutchinson, has bot the Southwest Grain Co. I am mgr. of the local interests. The other local house is operated by the Farmers Elvtr. Co.—Mgr. Kindred.

Independence, Kan.—The elvtr. of the Rea-Patterson Co. was set on fire when it was struck by lightning Oct. 8, the upper part of the building being entirely consumed, and 20,000 bus. of wheat badly damaged. The structure burned down to the grain line before the flames were brought under control.

Arkansas City, Kan.—Construction work is well under way on the 6 concrete storage tanks of the New Era Mfg. Co. When completed they will give additional capacity of 230,000 bus., making total capacity of 500,000. The present wood storage is to be taken down, and replaced with a reinforced concrete handling house and additional concrete storage later.

Rossville, Kan.—All we know of the origin of the fire which occurred Oct. 4, is that a hole was cut in the iron siding of the engine room and coal oil poured in. The prompt discovery of the blaze by the night man saved the building from destruction. The loss will not exceed the sum of \$50.—W. S. Bolton, mgr. Farmers Co-op. Elvtr. Co.

Hutchinson, Kan.—Our firm has purchased from the Southwest Grain Co., elvtrs. at the following points: Hopewell, Trousdale, Centerview, Charlet, Malloy, Hawes, Zook, Griffith, Shady and Gibson. In addition we also leased two elvtrs. from them, one being at Ely and the other at Gibson. There are but two elvtrs. at Gibson, the one owned by this firm and that owned by the Southwest Grain Co., but under our control.—The Consolidated Flour Mills Co., R. W. Vance, Mgr. Grain Dept.

KENTUCKY

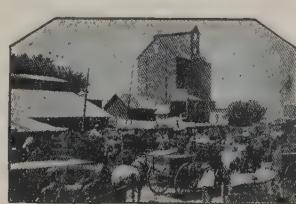
Louisville, Ky.—The Goldproof Mfg. Co., in which the S. Zorn Co. is interested, is building several concrete storage tanks and a sacking house at its elvtr. on the Illinois Central tracks. The capacity of the plant, not including the additions, is 70,000 bus. and the new construction will increase this considerably.

LOUISIANA

New Orleans, La.—The city has been authorized by the Capital Issues Com'n to issue bonds to the amount of \$600,000 to enlarge the Public Grain Elvtr. and make other public improvements.

MARYLAND

Baltimore, Md.—The local office of the Food Administration Grain Corporation has informed the Chamber of Commerce



Bill your next Car of Grain
to
HENSEY & OWEN
GRAIN COMMISSION
. MILWAUKEE

that, effective Oct. 4, and thereafter, all smutty wheat will be subject to a discount of 3¢ per bu. from the price of corresponding grades free from smut.

BALTIMORE LETTER.

Since the death of Samuel D. Thomas, chief inspector for the Chamber of Commerce, grain inspection certificates issued by the Chamber of Commerce have been signed by David H. Larkin, first ass't chief inspector.

Word reached former mayor J. Barry Mahool last night that his brother-in-law, Lieut. John McCarty, who had formerly been associated with him in the grain business, and who had left recently for France, had died of pneumonia aboard a transport. News of Lieut. McCarty's death is an added sorrow to Mr. Mahool and his family in view of the recent death of his son, Capt. Geo. F. Mahool.

MICHIGAN

Ainger (Olivet p. o.), Mich.—The elvtr. at this place is owned and operated by Long, Cobb & Co.

Grand Blanc, Mich.—A new grain cleaner is to be installed in our plant.—Grand Blanc Co-operative Co.

Reed City, Mich.—The Gleaner Clearing House, of Detroit, has purchased the Babcock Grain Co.'s plant.

Fairgrove, Mich.—The Farmers Co-operative Elvtr. Co. has increased its capital stock from \$40,000 to \$80,000.

Carson City, Mich.—L. W. Murray, mgr. of the Rockefeller Grain Co., died Oct. 5. Mr. Murray, for a number of years, had been one of the directors of the Michigan Bean Jobbers Ass'n. A. L. Crispell has been appointed his successor.

Alpena, Mich.—The Twinning Elvtr. Co. of Bay City, has bot the Sioux City Seed & Nursery Co.'s plant here. It is not an elvtr. but will be used for the same purpose. The company will buy and sell all kinds of farm produce, grain, hay, etc. R. E. Rood is in charge. The Thunder Bay Milling Co., located here, also buys and sells grain and hay. There is no elvtr. at this place.—X.

Clare, Mich.—Our new plant has a bin storage capacity of about 15,000 bus. It is built of wood and corrugated iron and equipped with up-to-date machinery for cleaning grain and beans. In addition to the elvtr. proper, we have built a large new warehouse, 40x150, and a hay house which is 60x40. The warehouse will be used exclusively for handling mill feeds to take care of less than carload requirements for elvtrs. located in the northern part of the lower peninsula. The power used in operating the entire plant will be electric.—Chatterton & Son, Mt. Pleasant, Mich.—T. J. Howard, mgr. Hay and Grain Depts.

MINNESOTA

Sandstone, Minn.—The Farmers Produce Market Ass'n has been dissolved.

Gibson, Minn.—John Glaeser is the new mgr. of the Gibson Farmers Elvtr. Co.

Stockton, Minn.—I am mgr. of the Meyers Grain & Coal Co.—B. J. Stellwagen.

Ormsby, Minn.—H. N. Lunde, formerly of Kenyon, is now mgr. of the Farmers Co-operative Grain Co.

Waseca, Minn.—The new elvtr. of the Waseca Mfg. Co. is practically completed and will be placed in operation soon.

Mankato, Minn.—A new building, to cost about \$35,000, is being erected by the Armour Grain Co. near its present plant.

Swanville, Minn.—Albert McRae has resigned his position as mgr. for the Tanner Elvtr. Co., and he has been succeeded by J. J. McRae, Sr.

St. Paul, Minn.—A. F. Gumphrey has been elected financial mgr. of the St. Paul Grain Exchange, and J. F. O'Meara has been elected sec'y to succeed B. J. Loague.

Sherman (Silver Lake p. o.), Minn.—Grant A. Young, of Minneapolis, has bot the elvtr. here and will operate it in conjunction with his flour milling interests.

Dassel, Minn.—The Farmers elvtr. here has been destroyed by fire, resulting in a loss of 19,000 bus. of wheat. It is believed the fire was started by sparks from a locomotive.

Pipestone, Minn.—I. L. Demaray is now the sole owner of the dray, fuel and grain business formerly conducted as Demaray & Munce. The new firm name will be the I. L. Demaray Co.

Duluth, Minn.—E. F. Carlson, J. F. Barry, Henry Nelson, O. J. Brandstad, and C. B. Fish have been admitted to membership on the Board of Trade. The following memberships have been transferred: F. H. McCarthy, Alex Stewart, W. H. Wheeler, J. A. Butler, W. O. Timerman, O. E. Harris, Guy Warren.

Bellingham, Minn.—Ten cars were hurried from St. Paul here Oct. 3 to salvage grain from the elvtr. of the Farmers Elvtr. Co., which was sliding off its foundation. A heavy grain loss was threatened when the elvtr. cracked open and the mgr. wired the state railroad and warehouse commission, who forwarded the appeal for cars into which to empty the grain. Great Northern officials ordered ten cars dispatched in the emergency. The elvtr. management began negotiations at once to buy or lease an elvtr. to continue the local market.

MINNEAPOLIS LETTER.

C. E. Lewis & Co. have moved into new quarters in the Lewis building.

The membership of F. A. Hallett in the Chamber of Commerce has been transferred to A. J. Larsen.

The members of the Chamber of Commerce voted recently to amend the rules to permit trading in barley futures, and trading in the November delivery started Oct. 9.

Minneapolis, Minn.—The business formerly conducted under the name Stair, Christensen & Timerman, is being continued by J. E. Stair since the dissolution of the firm.

Traveling representatives licenses have been issued to Vernon E. Smith to represent the Armour Grain Co.; A. Hennington, to represent the McCaul-Dinsmore Co.; and H. M. Schlosser to represent the Bartlett-Frazier Co.

MISSOURI

Miller Mo.—The Miller Elvtr has installed a corn meal and feed mill.

Butler, Mo.—The report that an elvtr. is to be built here is correct.—X.

St. Joseph, Mo.—Improvements are being made in the elvtr. of the A. J. Elvtr. Co.

Fairfax, Mo.—The elvtr. and business of the Elwood Grain Co. has been bot by R. L. Gross, of Tarkio.

Gibbs, Mo.—It is reported that S. W. Arnold has asked for a permit to move his elvtr. from this place to Kirksville.

Rock Springs, Mo.—Arnold A. Thurnau, of the Arnold A. Thurnau Grain & Feed Co., of St. Louis, has taken a 5-year lease on the 40,000-bu. Rock Springs elvtr. and warehouse.

Warrensburg, Mo.—The interest of Otto Lehrack, of Kansas City, in the grain and milling business of the Warrensburg Mills has been purchased by J. L. Rodney, pres. of the company, W. E. King, O. F. Kelley and Chas. Hagemeyer.—Warrensburg Mills.

Clinton, Mo.—The new tanks of the W. H. Hurley Grain Co. are expected to be completed within a few days. There are four tanks under construction, and these will give the company a storage capacity of 50,000. A Hess Drier also will be installed.

Mountain Grove, Mo.—Work of rebuilding the warehouse of the McEwen Grain Co., which was destroyed by fire Sept. 29, will start as soon as labor and material can be procured. The old structure was owned by J. A. Cover, and was not covered by insurance.

Platte City, Mo.—Fire, believed to have been of incendiary origin, destroyed 50,000-bus. of grain in the elvtr. of the Northrup Mfg. Co. Fred Tate, a secret service agent, is conducting an investigation.

Carrollton, Mo.—J. J. Wiggins 2,500-bu. elvtr. and a large quantity of wheat was burned Oct. 10. This elvtr., which was formerly operated by O. A. Talbott, was bot by Mr. Wiggins last June and improved. The loss is estimated at \$10,000, and was partly covered by insurance.

St. Joseph, Mo.—The Gilpin Hay & Grain Co., a new firm, has opened offices in the Corbee-Forsee bldg. Vincent Gilpin, head of the company, was formerly v. pres. of the T. P. Gordon Commission Co., in charge of the hay department. A branch office will be opened in Kansas City soon.

KANSAS CITY LETTER.

D. B. Jones, formerly with Ware & Land, is now local mgr. for James E. Bennett & Co.

Patrick H. Longan, sales mgr. for the Carlisle Com'ns Co., died Oct. 17 from pneumonia, following an attack of influenza.

An amendment to allow delivery of grain during the current month instead of the last five days only, will be voted on Oct. 24 by the Board of Trade.

On account of the epidemic of influenza, directors of the Kansas City Board of Trade ruled that until further notice visitors shall not be allowed on the trading floor of the exchange.

By a vote of 74 to 18 the members of the Board of Trade on Oct. 22 abolished the rule prohibiting the sending of prepaid telephone or telegraph messages, and members will no longer face a fine of \$10 for sending a market report by telephone or telegraph, prepaid.

Curb trading in the Exchange hall and in the corridors of the Board of Trade building is prohibited, and likewise all trading in privileges in the Kansas City market, according to an amendment adopted Oct. 19 by the Exchange directors. Violation will be subject to penalties.

In the fire which destroyed the mill of the R. E. Kidder Flour Mills Co. recently a brick elvtr. and a frame elvtr. containing wheat were not injured. The cause of the fire, which was discovered in the cupola of the mill building above the dust collectors, is not known.

A resolution adopted by the directors of the Board of Trade to permit the delivery of grain in cars on future contracts any day in the month failed of ratification by the members when a vote was taken on it Oct. 24. The vote was 55 for and 47 against, but a majority of two-thirds was required. Under the old rule, which stands, carlot deliveries are permitted during the last 6 days of the current month.

T. J. Holdridge, prominent miller of the Southwest, died Oct. 4 at St. Josephs Hospital, after an operation for cancer of the stomach. Mr. Holdridge was general mgr. of the Larabee Flour Mills Corporation, of Hutchinson, Kan.; pres. of the Holdridge Grain Co., of St. Joseph, Mo., and had an interest in the Bruce Bros. Grain Co. of this city and Wichita. He was also a heavy stockholder in the Kansas Flour Mills Co., of St. Joseph, Mo. Mr. Holdridge is survived by a widow and one son, T. J. Holdridge, Jr.

ST. LOUIS LETTER.

C. B. Wright, former Federal Grain Supervisor of Galveston, Tex., has been transferred to this market.

An inventory of the estate of the late Erich H. C. Picker, filed recently in probate court, lists personal assets of \$50,174.39.

The membership of E. E. Scharff in the Merchants Exchange has been posted for transfer to Perry C. Smith. Mr. Scharff has been a member of the Exchange for many years, and as a member of the firm of Bernheimer-Scharff Grocer Co. was active in advancing the interests of the Exchange.

St. Louis, Mo.—The Veninga-Smith Grain Co., incorporated; capital stock, \$50,000; incorporators, G. A. Veninga, Perry C. and J. Sidney Smith.

Corporal L. G. Cope, who was formerly employed in the office of the Standard-Tilton Mfg. Co., which operates a mill and elvtr. here, was killed in action in France Aug. 9.

Plans for the meeting and dinner of the St. Louis Grain Club at the Statler Hotel had to be abandoned owing to the order of the health authorities in endeavoring to prevent the further spread of influenza.

Robert Morris Hubbard, president of the Hubbard & Morris Co., died at his home Oct. 15. He was 89 years old, and started in the grain business in 1856, leaving it during the Civil War, and re-entering the business a few years later.

The Merchants Exchange, by action of the board of directors, has adopted the practice of ceasing business for one minute at noon each day to give opportunity for silent prayer for the speedy, successful and victorious termination of the war.

Recently the members of the Merchants Exchange voted to permit deliveries on future contracts of grain from track during the last 6 days of the current month, and still more recently it was voted to permit deliveries on any day of the month.

A. H. Beardsley and William Rankin Logan have made application for membership in the Merchants Exchange. E. J. Hanke, Fred H. Edell, John C. Burks, Fred M. Meier and Albert A. Driemeyer, the latter of Pinkneyville, Ill., have been admitted to membership.

Since the influenza epidemic struck this city war has been declared against spitters on the floor of the Merchants Exchange. A com'ite, of which George Powell, is chairman, fines each spitter \$1, and payment is immediately demanded by the traders. More than \$50 has already been collected and will be turned over to the Red Cross.

On Oct. 29 members of the Merchants Exchange will vote on a proposal to return to the use of former contract grades for corn for delivery on contracts for future delivery. It is said that in view of the excellent quality of new corn there is no opposition to the proposed rule. If the change is adopted it will become effective Jan. 1, 1919, and will provide that No. 1 and No. 2 white, No. 1 and No. 2 yellow and No. 1, and No. 2 mixed shall be deliverable at contract price; No. 3 white, No. 3 yellow and No. 3 mixed at 2c per bu. under contract price. Corn of grade No. 3 may not be delivered on contracts during the months of March, April and May except at 4c per bu. discount.

MONTANA

Victor, Mont.—The Victor Commercial Co. will lease its elvtr. to a flour mill company of Missoula.

Hobson, Mont.—The Judith Mfg. Co., after a shutdown of several months, to make necessary alterations and improvements, has resumed operations. The mill is running 24 hours a day. Chas. Robinson, of Lehi, Utah, has accepted the position of second miller and will move his family here as soon as a suitable residence can be found.

Miles City, Mont.—The work of installing machinery in the new flouring mill of the Miles City Mill & Elvtr. Co. is now in progress and it is expected that the mill will be ready for operations not later than Nov. 1. It will turn out 100 barrels of flour daily. The elvtr., which has a capacity of 40,000 bus., is now in use and 24,000 bus. of wheat have already been received.

NEBRASKA

St. Libory, Neb.—C. G. Jensen is agt. for the Union Grain Co.

Stratton, Neb.—Wallace Taunton has accepted the position of mgr. for the Farmers Grain L. S. & Supply Co. He will succeed Mr. Gardner, who resigned.

Kimball, Neb.—The Farmers Union has installed a Richardson Automatic Scale.

Gresham, Neb.—R. L. Thompson, agt. for the Updike Grain Co., has joined the colors.

Gering, Neb.—The elvtr. of Snyder & Son has been leased by the Tanner Grain Co., of Lincoln.

Talmage, Neb.—The Farmers Union is now in possession of its new and commodious office building.

Pauline, Neb.—I have succeeded Elmer T. Jones as mgr. for the Pauline Grain & Supply Co.—B. C. Smith.

Verdigris, Neb.—E. Schrier has bot the Crowell Lbr. & Grain Co.'s elvtr., where he has been employed as agt.

Douglas, Neb.—Vernon Robb, son of F. N. Robb, mgr. of the Farmers Elvtr. Co., was recently killed in France.

Rising City, Neb.—The elvtr. owned by G. B. Barker at Millerton, has been sold to the Farmers Millerton Grain Co.

Ord, Neb.—The T. B. Hord Grain Co. has ordered a Kewanee Renewable Bottom Loading Spout.—Ben Gesecking, mgr.

Jackson, Neb.—The elvtr. of John F. Weststrand & Co. is being overhauled.—Chris Severson, mgr., Atlas Elvtr. Co.

Ord, Neb.—Ben Gesecking, formerly employed at the Farmers elvtr. at Gesecking, is now mgr. of the T. B. Hord Grain Co.

Scottsbluff, Neb.—Walter L. Davis, mgr. of the Ferguson Elvtr. Co., has accepted an offer of a position at Grand Island.

Wayne, Neb.—The Farmers Co-operative Union Ass'n is building a 15,000-bu. elvtr. No other being erected at present.—X.

Carleton, Neb.—Mr. Anderson, of Shickley, has assumed charge of the Farmers Elvtr. Co., and has moved his family here.

Milford, Neb.—J. C. Welch, formerly mgr. for A. A. Tanner & Co., at Fairbury, has been chosen as mgr. for the Farmers Elvtr. Co.

Dorchester, Neb.—I am mgr. of the Fairmont Grain Co.'s elvtr. here, not at Fairmont, as reported in the issue of Oct. 10.—F. W. Hoobler.

Lexington, Neb.—H. P. Nelson is installing new head pulleys in his plant. The work is being handled by the W. H. Cramer Const. Co.

Beatrice, Neb.—The Nebraska Corn Meal Mills Co. has let contracts for the erection of a plant here and one at Adams, to cost about \$10,000 each.

Orchard, Neb.—The Farmers Elvtr. Co. has quit receiving grain. The elvtr. is full and business is suspended until the shipping embargo is lifted.

Fairbury, Neb.—J. C. Welch, who has had charge of the elvtr. of A. A. Tanner & Co., has resigned that position to become mgr. for the Farmers Elvtr. Co. of Milford.

Dakota City, Neb.—A new 5-h.p. electric motor has been installed at the Slaughter-Prescott Elvtr. Co.'s plant to take the place of the old gasoline engine.—Fred Jensen, agt.

Phillips, Neb.—We have bot the elvtr. of the T. B. Hord Grain Co. and are tearing it down. I have succeeded Wm. Harrison as agt. for the company.—R. B. Bird, agt., Updike Grain Co.

Benedict, Neb.—Work on the new elvtr. of the Farmers Grain Ass'n is about completed and the machinery is being installed. The work has been delayed owing to the scarcity of help.

Millerton, Neb.—The Millerton Farmers Grain Co. has bot C. B. Barker's local elvtr. and has taken possession of same. There will be no changes made for the present. The officers are: A. S. Glock, pres.; Frank Hinze, treas.; A. J. Muntz, sec'y, and J. C. Close, mgr.

Gibbon, Neb.—A new cleaner, new leg with Hall Distributor, man-lift and Richardson Automatic Scale are improvements made recently in the plant of the Grange Co-operative Elvtr. Co. Over the driveway additional bins have been built. The contract was let to the W. H. Cramer Const. Co.

Goehner, Neb.—Ben Gesecking, who has been employed at the Farmers elvtr. here for several years as second man, left Tuesday for Ord, where he has accepted a position as mgr. of the T. B. Hord Grain Co.

Seward, Neb.—The east elvtr. of the Farmers Elvtr. Co. was totally destroyed by fire recently. There were 2,500 bus. of grain in the building, which was insured for \$6,500. The fire is thought to have been started by an incendiary.

Bushnell, Neb.—The plant of the Farmers Union Co-operative Ass'n has had a general overhauling, with the W. H. Cramer Const. Co. in charge of the work. A new stand of elvtrs., new cleaner and new engine have been installed.

Red Cloud, Neb.—Officials of the Farmers Union Co-operative Co. are: J. B. Wisecarver, pres.; Henry G. Hansen, sec'y; and Chris Starke, treas. Dan Garber has been appointed mgr. to succeed J. E. Elliott, who has gone to Kansas City.

Kimball, Neb.—The Kimball Mill & Elvtr. Co. has installed a 15-ton Richardson Wagon Scales and a new engine. A new office has been built and additional storage bins over the driveway. The W. H. Cramer Const. Co. did the work.

Hershey, Neb.—The plant of the Farmers Co-operative Ass'n has been overhauled generally, and its capacity increased 5,000 bus. A new Richardson Automatic Scale and a new cleaner have been installed. The work was handled by the W. H. Cramer Const. Co.

Clarkson, Neb.—The organization of a new grain and lumber company is under way at Clarkson. Anton Dusatko, local mgr. for the Crowell Lbr. & Grain Co., is mentioned as the chief agitator. The company will bear the name of the Clarkson Elvtr. Co., and the stockholders will be composed of farmers and business men.

Utica, Neb.—Our east elvtr. burned the morning of Oct. 10 and 3,472 bus. of wheat was destroyed. The cause of the fire is unknown; no previous trouble with hot box and all machinery in good shape. The loss is covered by insurance. We have two elvtrs. here and do not know what will be done about rebuilding.—Utica Grain Co., H. W. Busch, mgr.

Clarkson, Neb.—The Farmers Union Co-operative Supply Co. has been incorporated; capital stock, \$75,000. Frank Drapels, Frank Lacina, and others are the incorporators. The company has taken over the Noh & Vlach lumber yards. The mgr., Joseph F. Jirovec, will be assisted at the yards by Peter Zak and Jos. Lodi. An office building is now being built and a large grain elvtr. is soon to be erected.

Comstock, Neb.—Officials of the Farmers Grain & L. S. Ass'n, a newly organized company, have made application to the Council of Defense, under the new government order, for permission to erect a 10,000-bu. elvtr. here. The officers of the ass'n are: Frank Krikac, pres.; W. W. Dye, v. pres.; J. S. Swanson, sec'y, and Wm. Westbrook, treas. The above named together with Joe Walham, constitute the Board of Directors.

South Ravenna (Ravenna p. o.), Neb.—The Farmers Co-operative Elvtr. Co., incorporated; capitalization, \$15,000. The company has taken over the elvtr. previously operated by D. Wort. Officers are: Amiel J. Hervert, pres.; Louis Schuller, v. pres.; Chas. Hervert, sec'y, and Herman Spahr, treas. W. D. Gray, who was in charge of the elvtr. under the Wort management, will be retained. The business will be confined to the buying and selling of grain and coal.

Fremont, Neb.—Elvtr. A of the Nye-Schneider-Fowler Co. was destroyed Oct. 16 and it was with difficulty that the flames were prevented from spreading to the company's lumber and coal sheds. There was a total of 16,000 bus. of grain in the building, which, while not burned, will be unfit for use except for feed because of its being water-soaked. The machinery had not been in operation in the forenoon and it is thought that the fire started from a spark from a locomotive. The loss estimated at \$20,000, is fully covered. A new fireproof

elvtr. will be erected on the site of the burned building; work of rebuilding will start at once.

Ulysses, Neb.—The Supreme Court of Nebraska has affirmed a judgment of between \$60,000 and \$80,000 against George Dobson, formerly a grain dealer at this place. The case was filed originally against George Dobson, Jesse A. Smith, and others, and asked for judgment for the value of grain delivered to the Ulysses Grain Co., of which Dobson was said to have been owner, and the petition alleged that he and the other defendants entered into a conspiracy to defraud the plaintiffs of the grain. Smith was mgr. for the Ulysses Grain Co., but he later contended that he was not responsible. Judgment was rendered for the value of the grain alleged to have been converted, and it ran against Dobson and the other defendants, but Dobson was the only one who appealed.

OMAHA LETTER.

The Iowa Elvtr. Co.'s terminal house at Council Bluffs, has been bot by D. C. and G. R. Reitz and the Adams-Whyte Grain Co. will operate it.

A. E. Pailing of Greenwood, Neb., has taken charge of the business of his brother, S. M. Pailing, pending the latter's return to Omaha from the army.

H. F. McMillan has been appointed mgr. of the Vanderslice-Lynds Grain Co.'s office to succeed J. L. Welsh, who is now in the Balloon School at Ft. Omaha.

The Omaha Grain Exchange, in common with many of the other exchanges of the country, has adopted the custom of stopping all business on the trading floor for one minute at noon each day in order that its members may offer a prayer for the success of the allied armies and the triumph of the allied cause. This will continue in effect for the duration of the war.

Sec'y Manchester of the Omaha Grain Exchange announced Oct. 18 that the trading room will be open to members only from 11:15 to 12:30 each day, the session for cash trading being from 11:30 to 12:30. With the exception of Saturday, members will be admitted to the room from 1:15 to 1:30 during the call session. No employees or visitors will be permitted on the floor. This order will continue in effect until the epidemic of Spanish influenza subsides.

NEW ENGLAND

North Abington, Mass.—W. C. Brett has taken a position as buyer for the J. C. Cushing Co., to whom he recently sold his grain business.

New Bedford, Mass.—A space 50x100 between two buildings of the J. Cushing Co. is to be roofed over and used as a shipping room and landing platform.

Wakefield, Mass.—Mrs. Mary Corcoran Curley, wife of Wm. T. Curley of Curley Bros., coal and grain dealers, died Sept. 25 from pneumonia and other complications.

New Bedford, Mass.—J. Cushing Co., grain dealers, are to erect an addition to their plant by roofing over a space 50x100 between two of their present buildings and flooring it in. The new section will then be used as a grain depot and shipping room. The J. W. Bishop Co. have the general contract for the work.—S.

Natick, Mass.—Several tons of grain and feeds were destroyed in a fire which started in the barn of the Robinson & Jones Co., grain and coal dealers, about 5 a. m. Oct. 11, entailing a loss estimated at \$30,000, which was partially covered by insurance. The flames spread from the barn to the grain warehouse and from there to the coal sheds, destroying also some 10 tons of soft coal and damaging several new steel coal cars of the Boston & Albany railroad.

BOSTON LETTER.

During the first ten days of the Liberty Loan drive members of the allied flour, grain, hay and feed trade of the Boston Chamber of Commerce subscribed \$202,950 and passed the \$500,000 mark before the campaign closed.—S.

Benjamin Hammond, prominent in the flour and grain trade, and head of the firm of B. Hammond & Co. died at his home Oct. 18.

Cornelius Dorr, oldest member of the Boston Chamber of Commerce, and prominent in the grain business, died Oct. 18. He was 93 years of age.

At 12:01 each day the gong in the trading room of the Chamber of Commerce sounds, and for one minute all business ceases, while all members and employees stand and engage in silent prayer for the success of American and associated armies.

NEW YORK

Avoca, N. Y.—D. W. Schultz & Co. have quit the grain business.

Auburn, N. Y.—B. A. Dean & Son, incorporated to deal in grain and hay; capital stock, \$40,000; incorporators: Barnabas A. Dean, Alfred C. Wethey, Sanford A. Smith, G. Earl Treat.

NORTH DAKOTA

Napoleon, N. D.—The Napoleon Elvtr. Co. has been dissolved.

Mohall, N. D.—Geo. H. Tuttle is mgr. of the Mohall Farmers Elvtr. Co.

Colfax, N. D.—T. W. Duncan, mgr. of the Farmers Elvtr. Co., died recently.

Rolla, N. D.—Jas. E. Fair has resigned as mgr. for the Farmers Elvtr. Co.

Sentinel Butte, N. D.—Mail addressed to Geo. F. McClosky has been returned.

Heaton, N. D.—E. C. Schmitt, agt. for the Andrews Grain Co. here, is in France.

Dunn Center, N. D.—A. W. Selander is the new mgr. of the Occident Elvtr. Co. here.

Menoken, N. D.—J. H. Garrison is the new mgr. of the Farmers Co-operative Ass'n.

Venturia, N. D.—The elvtr. and business of Johnson & Dorfman has been purchased by the Venturia Farmers Elvtr. Co.—X.

Hankinson, N. D.—Henry J. Schuster, former agt. for the Cargill Elvtr. Co., was called to the colors in June and is now in France.

Pingree, N. D.—No farmers company here at present. Sorenson Bros. have an elvtr. and Iver Rasmussen has two.—T. O. Sorenson.

Zap, N. D.—E. S. Prehn, formerly identified with the Farmers Co-operative Co., is now engaged in the grain business at Kukuk, S. D., operating under the name Prehn Grain Co.

Bartlett, N. D.—I have sold my elvtr., known as the Bartlett elvtr., to O. T. Simons of this place. Mr. Simons is operating two elvtrs. here. I have not decided what I shall do yet.—A. M. Enney.

OHIO

Johnstown, O.—Mail addressed to John R. Alsdorf & Son has been returned.

Toledo, O.—Lester Howard has applied for membership in the Produce Exchange.

Mercer, O.—The Mercer Farmers Mutual Elvtr. Co. incorporated; capital stock, \$10,000; Lou E. Needler, incorporator.

Cincinnati, O.—The offices of the Bingham-Hewitt-Scholl Co. have been moved to the 6th floor of the Union Central Bldg.

West Mansfield, O.—The elvtr. now operated by L. C. Titus and I. H. Bell is the one formerly operated by F. C. Stewart.—A. L. V.

St. Johns, O.—The local elvtr. heretofore owned by Richard Walter, changed hands Oct. 3. It was traded to Waldo Berryman of Lima in exchange for a farm of 102 acres.

Cincinnati, O.—We have sold our local elvtr. to the Bingham-Hewitt-Scholl Co. and have opened an office here where we do a track buying business, and from which we will operate our elvtrs.—Stafford Grain Co.

Ankenytown, O.—We have recently built a cover over scales with a two room office to one side of building. A large corn crib was also built and a new potato grading outfit installed.—Slyer Bros.

Columbus, O.—The fall meeting of the Ohio Grain Dealers Assn., which had been planned for Oct. 29th, has been called off on account of the Spanish influenza, but it may be held in this city some time during the first half of November.

Waverly, O.—We will complete by Nov. 1 a new cribbed elvtr. of 25,000 bus. capacity. We are installing a drier with capacity of 10,000 bus. daily. This will be the most up-to-date elvtr. in southern Ohio, having shelling capacity of 1,500 bus. of corn per hour, and will be able to load cars in from 20 to 30 minutes.—The Grimes-Stritmatter Grain Co., prop. Pee Pee Mfg. Co.

OKLAHOMA

El Reno, Okla.—A. J. Stone, sales mgr. for the El Reno Mill & Elvtr. Co., died Oct. 12 of influenza.

Forgan, Okla.—The elvtr. of the Bolin-Hall Grain Co. has been reopened with John Bolin in charge.

Tuttle, Okla.—R. D. Bennett, of Drummond, has bot an elvtr. at this place and will take charge soon.

Texhoma, Okla.—J. E. Patton, formerly engaged in the grain business here, has moved to Great Falls, Mont.

Enid, Okla.—The E. O. Billingslea Grain Co. no longer maintains a branch office here. The company continues to do a wholesale brokerage business from the home office at Frederick.

Greenfield, Okla.—John Barney, who for a number of years has been mgr. of the local house of the Geary Mill & Elvtr. Co., of Geary, has closed the elvtr. and for a period of time will be located at Geary. The elvtr. will remain closed for the season.

El Reno, Okla.—We have installed a G. W. six roll 9x24 corn and feed mill with bolter. Also an Air Car loader and Clark's Automatic Power Shovel. F. E. Loomis, who had charge of our station at Mountain View, has returned to take charge of the mill and elvtr. here. W. H. Cox will take his place at Mountain View. All buying and selling is handled at our El Reno office, in charge of P. N. Kroeker.—Farmers Mill & Grain Co.

OREGON

Portland, Ore.—Kerr, Gifford & Co., has let a contract for alterations on its grain dock, C. W. R. & N. yards, calling for an expenditure of \$2,000.

Joseph, Ore.—The Farmers Elvtr. Co. is now operating its new 80,000-bu. concrete elvtr. It has 16 bins and modern equipment throughout. G. L. Hurd is mgr.

Portland, Ore.—Chas. L. Wright, a well known grain and shipping man of this city, died Oct. 12 at St. Vincents Hospital after an illness of six weeks' duration. Mr. Wright had been associated with the Kerr-Gifford Co. for 20 years.

Hermiston, Ore.—The firm of Leathers & Gorman has been organized to handle grain on commission for the Pacific Grain Co., of Portland. The company will have an office and warehouse in the building of the Umatilla Storage & Commission Co., and will also do business at Stanfield.

PENNSYLVANIA

At the recent meeting of the Pennsylvania Millers' Assn., Griffith Ellis, of Indiana, Pa., was elected pres., John M. Hays, of Montoursville, vice-pres., Elmer J. Eshelman, of Lancaster, treas.

Philadelphia, Pa.—Alexander Downing, chief grain inspector for the Commercial Exchange, died Oct. 14 of heart disease and kidney trouble, from which he had been a sufferer for years. Mr. Downing had been chief inspector since Jan. 1, and for many years before that time was assistant to

Capt. John O. Foering, former chief inspector. He had been connected with the inspection dept for over a quarter of a century, having entered its employ in 1889.

SOUTH DAKOTA

Tripp, S. D.—The South Dakota Elvtr. Grain Co. has bot the elvtr. of F. H. Hirsch.

Tea, S. D.—The Farmers Grain Co., incorporated: capital stock, \$30,000. Incorporators, Fred Ritter, Geelt Deutsman, A. J. Groenwald.

Ipswich, S. D.—I will continue as mgr. of the elvtr. formerly operated as Engler & Moritz, now owned solely by Geo. M. Engler.—P. J. Moritz.

Humboldt, S. D.—We are still doing business at the East elvtr. Our West elvtr. was recently sold to the Farmers Elvtr. Co.—Betts & Maloney, T. J. Fehlhofer, agt.

Belvidere, S. D.—The elvtr. here is operated by James Hanshutt and myself under the firm name of Hanshutt & Co. I am mgr. of the company.—E. W. Reeves.

Worthing, S. D.—I leased my elvtr. to G. M. Brenner for the season on account of the fact that my sons have been drafted into the service. I am about to go to California for the winter.—Wm. Bradshaw.

Sioux Falls, S. D.—G. W. Toberen, who has been wire operator in the local grain offices of Lamson Bros., was advanced to the position of manager Oct. 10. G. B. Biel, who came here a few months ago as mgr. from Mason City, Ia., has returned to that place and is now mgr. of the Hubbard Grain Co.

Kukuk, S. D.—I am building a new elvtr. at Tuttle siding (p. o. name, Kukuk) of 20,000 bus. capacity, size 30x32, office 12x24, lean to for engine and feed mill 24x32. Grain bins are all hopper bottoms with 10-inch concrete floor. Equipment includes a double leg, automatic scale and a new type cleaner. The house will be conducted by me personally. I was formerly with the Farmers Co-operative Co., of Zep, N. D.—E. S. Prehn, Prehn Grain Co.

SOUTHEAST

Decatur, Ala.—A 22,000-bu. elvtr., to cost \$12,000, will be erected by the Brandon Elvtr. Co.

Fort Pierce, Fla.—The building which we are going to build, as recently reported, will be a 1-story brick warehouse. There will be no elvtr. and no machinery.—Fort Pierce Feed & Grain Co.

Atlanta, Ga.—J. Leroy Duncan, son of W. S. Duncan, and a member of W. S. Duncan & Co., grain dealers, died Oct. 16 of typhoid pneumonia. Mr. Duncan was prominent in local business, civic and social circles and his loss will be keenly felt by his many friends.

Greenville, Miss.—Our hay warehouse was only slightly damaged in the fire which occurred Sept. 21. The mill and grain buildings were not damaged. Loss on both buildings and stock, about \$1,000. The property is insured for \$60,000.—Alfalfa Mill & Elvtr. Co.

TENNESSEE

Lebanon, Tenn.—Mail addressed to the Lebanon Universal Mills & Farmers Mills has been returned.

Dyersburg, Tenn.—We have recently added a brick building, increasing our floor space 4,200 square feet, and the capacity of our elvtr. to 10,000 bus. A 50-barrel Midget Marvel Mill has been purchased and will be installed in January. Our capital stock has been increased from \$10,000 to \$25,000. Officers are, M. W. Ewell, pres. and mgr., J. W. Watson, v. pres., and W. O. Harrell, sec'y.—Ewell Mfg. & Grain Co., M. W. E.

TEXAS

Abilene, Tex.—Mail sent to the Sleeper Grain Co. has been returned.

Ballinger, Tex.—R. W. Bruce is now employed by the West Texas Grain Co.

Floydada, Tex.—The firm of Crews & Burke is now operating at Hedley.—W. J. Burke.

Brownsville, Tex.—The local elvtr. has been taken over by the Champion Grain Co., recently incorporated.—X.

Chillicothe, Tex.—A. W. Farris, formerly mgr. for the Orient Mfg. Co., which operates a mill and elvtr., died Oct. 13.

Galveston, Tex.—C. B. Wright, for the past 18 months federal grain supervisor here, has been transferred to St. Louis. Before his appointment as supervisor, Mr. Wright was an inspector at Fort Worth.

Gainesville, Tex.—Hugh Bonner Keel, youngest son of Mayor J. Z. Keel, and junior member of the firm of Keel & Son, wholesale grain dealers, died Oct. 7 following an attack of pneumonia superinduced by an attack of Spanish influenza.

San Antonio, Tex.—A grain exchange has been organized by grain and mill men of this city. A. K. Callahan, formerly of Enid, Okla., has been employed as chief grain inspector, and the exchange and its inspection dept will be opened in a short time.

FORT WORTH LETTER

Fort Worth, Tex.—R. D. Jarboe, federal grain supervisor in this district for several months, has been transferred to Wichita.

W. B. Paddock, referee in bankruptcy, has named W. W. Wilkinson, a local attorney, as receiver for the Walker Grain Co.

Cecil E. Munn, formerly of Little Rock and Oklahoma City, has moved to this city and opened a grain brokerage office in the First National Bank Bldg. Mr. Munn was elected to membership in the Grain & Cotton Exchange a short time ago.

After a hearing before the referee, a receiver has been appointed for the Walker Grain Co. Application has been made to the federal court to have the Officer-Smith Grain Co. and the Union Grain Co. declared bankrupt. It is suggested that creditors of either of these firms file their claims with me, or with the attorneys for the Ass'n, Bryan, Stone & Wade, of Fort Worth.—H. B. Dorsey, sec'y Texas Grain Dealers Ass'n.

The Grain & Cotton Exchange at a recent meeting fixed a new schedule of inspection charges, which is now effective as follows: The fee for inspecting grain, hay, seed and the products thereof shall be 90c per car, except where car contains more than one commodity, an additional charge of 50c for each additional commodity shall be made. The fee for re-inspection shall be the same as for original inspection, except in cases where the original is not sustained, in which event no charge shall be made.

UTAH

Price, Utah.—The Farmers Mill & Elvtr. Co. are just completing a flour mill. Theirs is the only mill or elvtr. here.—X.

WASHINGTON

Ewan, Wash.—The new elvtr. of the Ewan Elvtr. Co. is about completed.—X

Whelan, Wash.—The elvtr. at this place was built by farmers. I am mgr.—Chas. Stirwalt.

Seattle, Wash.—Effective Oct. 16 and until further notice, no intra-city switching of cars of flour, grain and feed is to be permitted, according to information received by officials of the Merchants Exchange on Oct. 16. This action was taken in an effort to clean up all congestion of cars in Seattle terminals and to divert as much tonnage as possible from the railroads to motor trucks in intracity hauling.

Seattle, Wash.—The Globe Grain & Mfg. Co. has bot out the Spokane Grain Co., which concern has been in business for more than twenty years. Ben R. Shields and W. M. Livengood, who were associated in the Spokane corporation, will engage in the auto truck business. The Globe Grain Co., whose headquarters are in Portland, opened offices here about a year ago, with

F. E. Ford as mgr. The firm will conduct a general hay and feed business, and the erection of a mill is contemplated.

WISCONSIN

Green Bay, Wis.—I am not now engaged in the grain business.—H. A. Barkausen.

Watertown, Wis.—It is our intention to erect a warehouse, but owing to the scarcity of labor and materials we have decided to postpone action in the matter until conditions become more favorable.—Globe Mfg. Co.

Manitowoc, Wis.—New machinery is to be installed in the plant of the Wm. Rahr Sons Co. for the manufacture of syrup and sugar. The company is one of the largest maltsters in the Northwest, and is engaging extensively in the manufacture of malt syrup and malt sugar, using practically all of its output of malt for this purpose.

MILWAUKEE LETTER

Edward A. Farmer, Clarence H. Thayer, and Arthur E. Martin have been admitted to membership in the Chamber of Commerce.

Emil Liesenberg, mgr. of the Milwaukee plants of the American Malting Co., has resigned and is now associated with the Taylor & Bourne Co.

The Lyman-Joseph Grain Co. incorporated, to buy and sell grain and grain products, and to handle any business incidental thereto. The firm is capitalized at \$40,000.

The following memberships in the Milwaukee Chamber of Commerce have been posted for transfer: Roy G. Leistikow, Roy E. Youngs, Robt. J. Nicoud, Clinton B. Fisk.

The rate of interest on advance for the month of Oct., 1918, under the provisions of Sections 8 and 9 of Rule 32, has been determined by the Finance Com'ite as 7 per cent per annum.

Milwaukee Malting & Grain Co., incorporated; to buy and sell grains and manufacture and sell malt and its by products. Capitalization, \$120,000; incorporators, Anton W. Aasmuth, Geo. J. Zimmerman, Wm. H. Manegold and Bruno E. Fink.

The special com'ite of the Chamber of Commerce, known as the Grain Control Com'ite, appointed to administer the issuance of permits for shipping grain, and headed by W. A. Hottensen, of the W. M. Bell Co., has issued the following notice to assist shippers and receivers in the observance of the rules: It has been arranged with the Milwaukee Grain Control Committee to immediately issue permits for all applications heretofore received from country shippers covering shipments of oats, barley, corn and rye. Also to issue such permits promptly in future so long as it is evident no congestion of cars will result in the Milwaukee terminals. Consignees are expected to give immediate disposition of all cars received and industries to unload cars with the utmost dispatch. The main object is to keep coarse grain moving to the Milwaukee market and at the same time prevent an undue accumulation in the terminal yards. Otherwise, permits will again be restricted to a limited number per day.

WYOMING

Glendo, Wyo.—An elvtr. is being erected at this place by me. It will be operated by F. A. Homewood.—G. J. Reitler.

Burns, Wyo.—The Farmers Elvtr. & Mfg. Co. has let contract to the W. H. Cramer Const. Co. for the installation of a 25-h.p. engine in its new 40,000-bu. plant.

Keeline, Wyo.—The elvtr. we purchased was owned by the Keeline Lumber & Construction Co. It has a capacity of about 11,000 bus. and is equipped with automatic loading scales, but not with cleaner. The latter has been recovered on the outside since our purchase and other minor improvements made. No new machinery will be installed this year.—McCall Grain Co., R. V. McCall, sec. and mgr.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com's'n the carriers have made the following changes in rates:

A., T. & S. F. in sup. 5 to 11988—A gives rates on grain, grain products and hay between points on its lines, effective Nov. 10.

Gr. Trunk Pac. in sup. 2 to 59-C gives rates on grain and grain products to points in Minnesota and Wisconsin, effective Nov. 1.

Can. Pac. in sup. 4 to E-3208 quotes rates on grain and grain products to points in Canada and the United States, effective Nov. 1.

Can. Pac. in sup. 1 to E-3204 quotes rates from Detroit, Mich., to stations on the Canadian Government Railways, on grain effective Nov. 1.

C., R. I. & P. in 18361-L cancels 18361-K, giving transit privileges on grain, grain products, seeds, hay, etc., at its stations. Effective Nov. 6.

Pennsylvania in Sup. 30 to 4462 gives rules governing milling, mixing and malting in transit at transit points on its lines, effective Nov. 9.

Wabash in Sup. 3 to F-10779 quotes rates on grain and grain products between Chicago, Ill., and stations on its lines in Illinois and Iowa, effective Nov. 8.

C. B. & Q. in 3418-L gives class and commodity rates, including rates on grain, as stated, between Chicago, Ill., and stations on the C. A. & DeK. Effective Nov. 5.

C. B. & Q. in sup. 24 to 3457-G gives rules and regulations affecting freight traffic on its lines, and on the I. & St. L., Q. O. & K. C., R. P. L. & N., and T. & N. Effective Oct. 30.

N. Y. C. & St. L. in Sup. 2 to 15-L quotes rates on grain and grain products from its stations to points in Indiana, Kentucky, Michigan, New York, Ohio and Pennsylvania, effective Nov. 4.

T., P. & W. in sup. 2, to I. C. C. 1491 quotes rates on grain and by products of grain from points on that line to Indiana, Michigan, Ohio, New York, Pennsylvania and West Virginia, effective Nov. 1.

Erie in sup. 4 to 169-D gives rates on grain and grain products to points in Illinois, Michigan, Wisconsin, Missouri, Kentucky, West Virginia, Ohio, Pennsylvania and New York, effective Nov. 5.

C. B. & Q. in sup. 18 to 2964-C gives rates on classes and commodities between Chicago, Peoria, Ill., Winona, St. Paul, Minneapolis, Minn., etc., and stations on the St. L. & H. Ry., effective Nov. 5.

M. C. in Sup. 6 to 9297-C gives rates on grain and grain products from its stations and points in Michigan to points in Indiana, Illinois, Kentucky, Michigan, Missouri, New York, Ohio, Ontario, Pennsylvania, West Virginia and Wisconsin, effective Nov. 9.

U. S. R. Adm. in Sup. 16 to 20-J names local and joint terminal charges, rules and regulations from or to points named within the Chicago District on outbound and inbound traffic, also rules governing intermediate service on freight traffic passing thru the Chicago District. Effective Nov. 8.

Erie in Sup. 8 to 155-D names rates on grain, grain products and grain by-products, carloads, from Chicago, Ill., and stations on the C. & E., Erie, L. A. & S., P. L. & W., and Y. & O. R. to eastern cities reached via Erie and other fast freight lines named, also Atlantic Seaboard ports for export, effective Oct. 12.

Erie in Sup. 2 to 182-C names rates on grain, grain products and grain by-products, carloads, from Chicago, Englewood, Hegewisch, and Pullman Jct., Ill., and Hammond, Highlands and Saxony, Ind., to points in Indiana, Kentucky, Michigan, New York, Ohio, Pennsylvania, and West Virginia. Effective Oct. 12, except on items noted, on which it is effective Nov. 11.

Grain Famine Confronts Russian Bolsheviks.

The extremes to which the grain famine in Russia is driving the populace, and the desperate methods adopted by the Bolshevik Government to cope with the resultant storm, are described by Hans Vorst, Russian expert of the Berliner Tageblatt, in a dispatch from Moscow printed in that paper of Aug. 24, and considered in detail in a recent issue of the New York Times.

The writer tells of the growth of furtive trading in small lots of grain obtained in distant and toilsome journeys into the rural districts, the armed resistance of the peasants against government expropriation, and the counter methods of the Bolshevik Government in forming "Com'ites of Poverty" among the poorest farmers and inciting them to turn against the peasants who are better off.

At present, he says, there is everywhere evidence of growing resentment of the peasant population against the government and its requisitioning expeditions. The earlier request of the Bolshevik Government that the farmers upon their demobilization from the army should carry back home with them their arms and use them in expropriations of the larger land owners and breaking the power of the bourgeoisie, has now given these same farmers armed strength against the government.

The peasants are thus armed, in part, with machine guns, says Vorst, and I receive constant reports of agreements formed in neighboring villages for common bloody defense against prospective requisition parties. This is a battle in which the urban proletariat and its government, unless it adopts other means of assistance, would beyond doubt have to succumb.

A typical instance of the counter measures taken by the richer farmers or Kulaki is cited in the case of one community where, when the requisition party arrived, no Bedujaki or "poor farmers" were found, the Kulaki having previously gathered together, taken an inventory of their respective holdings, and distributed among their poorer brethren proportionately therefrom sufficient grain to last even the poorest until the next harvest. The Bolshevik press denounced this as a bribe. Vorst cites the case, however, as showing not only the shrewdness of the peasantry, but also the degree to which even they have been converted to a political turn of mind through the happenings of the revolution.

The troubles of the Bolshevik Government in the cities are constantly multiplying, according to the writer; for while the harvest was not bad, a great part of the fields had not been planted and there is no prospect of an improvement in the organization of transport which has been the root of Russia's evils from the start. The Food Administration is costing sums of money far out of proportion to its usefulness, the Moscow Food Administration alone having increased its personnel from 750 to 4,000 persons between December and April, and now requiring a budget of 280,000,000 rubles monthly, so that the newspaper Retch estimates the cost of grain provided through this unwieldy organization as at least 100 rubles a pud.

Simultaneously with the breakdown in organized systems of transportation and distribution, there has grown up an extensive but unorganized system of furtive peddling of grain by "miejetjinki," or "sack carriers," who crowd the railway trains and rule the market. Inasmuch as they offer the peasants far higher prices

than does the government, they greatly hamper the execution of the government's measures under its fixed prices. In addition, they burden the scanty railway facilities; each "sack carrier" being able to carry only a limited quantity of grain, it frequently happens that a car is crowded with forty of them carrying 200 puds, whilst the same car could have transported 1,000 puds if free of the "carriers." The carriers are not all peddlers, but consist in large part also of the poor of the cities, who travel for days at a time in order to fetch themselves a few puds of grain from some distant section.

Vorst describes some of these desperate expeditions of "sack carriers" of the starving urban proletariat, who wandered days and days, often aimlessly straying into far-away governments of Russia in search of a few puds of grain to take back home. He cites one instance where 2,000 of them seized a locomotive and thirty-four cars at Orel and drove the train toward Kursk in the senseless hope of reaching the grain fields of the Ukraine. He himself came across one train of such "sack carriers" who had just gotten their paltry treasure of coveted grain. But among them was one lean raw-boned woman, who was screaming in wild anguish.

The poor woman had traveled many days to find and buy her bit of grain. Getting it at last, she had fallen asleep and someone had stolen it from her as she slept.

Authorize Rates on Velvet Bean Products.

A statement made by Director General McAdoo of the Railroad Administration recently announced that, in order to encourage the movement of velvet beans, velvet bean meal, velvet bean cake, etc., there has been authorized the establishment from Memphis, Tenn., to all points in Arkansas, Oklahoma and points in Louisiana west of the Mississippi River the same rates as now apply on cottonseed meal, subject to minimum carload weight of 40,000 lbs.

This action is said to have been taken on account of the increased necessity for stock feed and the scarcity of cottonseed meal, creating a demand in the southwest for velvet beans, velvet bean meal, velvet bean cake, copra meal and soya bean meal. Shippers at Memphis are reported to have advised the Director General that they are able to take care of the situation by supplying the substitutes for cottonseed products.

RATES FIXED by the U. S. Railroad Administration were set aside by the Interstate Commerce Commission Oct. 24 on complaint of the Willamette Valley Lumbermen's Ass'n against the Southern Pacific for discrimination. The commission holds that discrimination in favor of shippers on their own lines by carriers is unlawful, and the railroad defendants are ordered to establish joint thru rates from Willamette Valley mills to territories taking a 40c rate from Portland, which shall not exceed the rates from the coast group, including Portland. The opinion by Commissioner McCord declares: "It is inconceivable, in our opinion, that Congress did a vain thing in conferring on this commission power to determine whether or not rates initiated by the director general are just and reasonable. The same force and effect must be given to that part of the law as to its other provisions."

Seeds

EXPORTATION of canary seed (alpiste) from Spain has been prohibited as from Aug. 19.

BICKNELL, IND., Oct. 10.—Clover hulling progressing well. Only fair yields. Farmers not selling very freely.—O. L. Barr Grain Co.

ROCHELLE, ILL.—The Rochelle Seed Co. has purchased a 1-story building adjoining its store room, and will use the storage room in the conduct of its business.

COLUMBUS, O., Oct. 9.—We have in this section about 50 per cent of clover seed crop and the same of timothy. No considerable quantity of seed will be carried over from last crop.—Livingston Seed Co.

HOLYOKE, COLO.—The Reimer-Smith Grain Co., of which I am mgr., commenced business Oct. 10, 1918. We have no elvtr. yet, but deal in millet seed which is handled sacked.—Paul Reimer, Reimer-Smith Grain Co.

THE PROPOSAL of the St. Paul Federal Land Bank to extend financial aid to farmers in the burned district of northern Minnesota will meet with the approval of the Federal Farm Loan Board, it was stated officially Oct. 22.

SEATTLE, WASH.—The jobbing and re-cleaning of grain and field seeds as a business has been undertaken by the Northwest Seed Mills. Gus Johnson is treas. and the pres. and manager is Hugo Schuett, formerly with the Seattle Seed Co.

DULUTH, MINN., Oct. 17.—Receipts of flaxseed at this market during September were 154,236 bus., compared with 185,792 bus. in September, 1917. Shipments during the month were 90,792 bus., compared with 151,561 bus. in September, 1917.

MINNEAPOLIS, MINN.—Receipts of flaxseed at this market during September were 535,500 bus., compared with 265,000 bus. in September, 1917, while shipments during this month this year were 56,640 bus., compared with 27,040 bus. in September last year.

NEW YORK, N. Y., Oct. 12.—Receipts of clover, timothy, alfalfa and other grass seeds at this market during September were 320 bags, compared with 2,405 bags in September, 1917. Shipments during the month were 860 bags, compared with 651 bags during September, 1917.

THE SASKATCHEWAN Co-operative Elvtr. Co. has been made agent for the Seed Purchasing Com'isn of the Canadian government. Settlement will be made at the company's office for all grain purchased in the city, and invoices must be made out in triplicate to the Seed Purchasing Com'isn.

COLUMBUS, O., Oct. 10.—The condition of clover seed on Oct. 1 is estimated at 64% of normal, compared to 69% last year and a 5-year average of 77%. The total production is estimated at 310,400 bus. Grasshopper damage is reported from practically every portion of the state.—N. E. Shaw, sec'y dep't of agriculture.

TOTAL PRODUCTION of seeds in the United States this year compared with last year is estimated by the Bureau of Crop Estimates as follows: Flaxseed, 184.2%; clover seed, 102%; kafirs, 95.7%; broom corn, 100.6%; beans, 112.2%. The follow-

ing estimates of crop produced, compared with an average, also are made: Alfalfa seed, 85%; millet seed, 84%; field beans, grain, 100%; and broom corn, 90.7%.

NO LICENSES for the importation of dried beans, peas or lentils will be issued by the War Trade Board until the applicants shall have furnished an affidavit stating that the commodity proposed to be imported is for consumption within the United States and not for reexportation. Shipments of these commodities from Canada and Mexico by other than ocean transportation may be made if the commodities proposed to be shipped originate in the country from which it is to be imported.

ORDER No. 84 of the Board of Grain Supervisors for Canada cancels order No. 70, and provides that the Seed Purchasing Com'isn will accept for seed oats grown in Manitoba and Saskatchewan suitable for seed at the Canadian Government Terminal Elevators at Moose Jaw and Saskatoon shipped from any point west of Winnipeg. A premium of 5c will be paid over the Fort William price for oats accepted as suitable for seed, the price to be determined on the day of inspection. Samples must be sent to George Searls, chief grain inspector, Winnipeg, for testing. Oats shipped for seed but not accepted by the Com'isn will be paid for basis Fort William prices, and back haul and other charges will be assumed. The Com'isn may send inspectors into any elevator in Manitoba or Saskatchewan to inspect oats, and any that may be found suitable for seed are subject to immediate shipment to the order of the Com'isn.

From the Seed Trade.

COLUMBUS, O.—Our clover seed acreage is about normal, but the yield is disappointing. We will have to import for our local trade clover seed, alsike, timothy, alfalfa and blue grass. None of this seed has been carried over from the last crop.—The Livingston Seed Co., C. A. Teele.

TOLEDO, O.—Clover and timothy seed trade continues of a retail character. This makes market very sensitive. Slight advance in clover seed futures was due to a little fresh buying. Offerings still small. Receipts large, but partly to fill October sales previously made. No shipments. Most buyers are not inclined to anticipate their spring requirements. Timothy receipts large and stock still piling up. Longs still hanging on hoping peace talk will help them out. Needs fresh buying to advance prices.—C. A. King & Co.

TORONTO, ONT.—While the acreage of red clover this year in Canada is less than usual, many of the fields promised well. We think the early fields will produce from one to two bushels per acre. That has all been gathered into the barns, and is ready to be threshed, but of course the farmers have no time to thresh just now. The later fields promise much better—that is, the blossom is fuller, and apparently free from midge, but just at present we are uncertain what damage, if any, the recent rains have done. Throughout September it rained nearly every day. Farmers tell us that the heads are well filled in most cases, but they are rather dubious about the quality of the seed. If the weather should brighten up there is a possibility that we might have enough seed for our domestic requirements. Alsike yielded better than ever it did, eight to fifteen bushels per acre, but like red clover the acreage is limited. Practically 50% to 60% has been marketed. We do not think much timothy seed has been

saved in Canada. We depend upon the United States as usual for our supplies. We may have some alfalfa, but not enough to affect the market. It is rather early yet to tell what the output of blue grass will be, as none has been threshed. We are under the impression that the yield will be an average one.—George Keith & Sons.

TOLEDO, O.—Clover seed situation unchanged. Speculation a bit retarded. Few new commitments. Trade so light quick changes come as the selling or buying predominates. Receipts attracted some attention. Had a big sprinkling of prime. This is encouraging as many feared the quality and color had been hurt materially by the heavy rains. Late weather been ideal, and any farmer who failed to save the remaining lots in his fields is a fool. In these days of war conservation every pound should count. Country dealers appear satisfied with the present prices, even though the farmers in some sections hold on and talk worse than war prices. Usually enough is raised to go around, and the present level may be high enough to spread it where needed. A fair accumulation here during the winter may temper some of the high priced ideas. Looks like a rather dull period ahead. Will take nerve to anticipate next season's wants now. Many will pay the price whatever it is in the spring and trade from hand to mouth, and keep close to shore. Timothy trade been pretty large. Demand been sufficient to absorb the offerings which were heavy at times. Receipts been very large and likely to continue so balance of the month. Bulk of it grading prime, shipped to fill October sales made some time ago. The big "push" or rather spring demand is some months away, but holders have faith that it will be big enough to clean up everything. Then, too, they have a vision of the world being at peace again by that time and look for a demand from abroad to more than take care of any surpluses that may linger around. The old prime finally found a roosting place and is not in scattered hands as was the case a year ago. The outturn of the last crop will be a determining factor in price making. Naturally a lot of it should move to market now. High prices for all other seeds have their effect, too, and timothy is not high priced in comparison.—J. F. Zahm & Co.

Imports and Exports of Seeds.

July imports and exports of seeds, compared with July, 1917, and for the 7 months ending July 31, compared with the corresponding months of 1917, as reported by the Bureau of Foreign and Domestic Commerce, were as follows:

IMPORTS.			
	July, 1918.	July, 1917.	7 mos. ended July, 1918.
Flaxseed, bus.	1,250,367	741,652	10,065,515
Castor beans, bus.	18,300	50,368	564,881
Red Clover, lbs.			812,207
Other Clover, lbs.	62,807	469,581	4,343,070
Other Gr. Seed, lbs.	144,254	477,384	4,135,393
Sugar Beet, lbs.	1,521	1,819,350	3,695,627
			5,299,990
EXPORTS.			
Flaxseed, bus.	141	14	17,134
Clover Seed, lbs.	101,482	83,678	3,990,068
Timothy, lbs.	52,088	53,148	3,749,227
Other gr. seed, lbs.	77,810	67,333	1,661,952
			3,514,224

THE SEMI-ANNUAL MEETING of the directors and delegates of the Millers' National Federation, usually held in October, will be dispensed with this year.

A Combined Drier and Conveyor.

The result of a recent attempt to perfect a device for elevating and conveying grain, and at the same time drying it, is shown in the photograph that is reproduced herewith. The machine shown is known as the Carleton Grain Drier and Elevator, and it is manufactured at Evansville, Ind., the home of the inventor, Dr. J. L. Whittinghill.

It is claimed that with it one can dry grain and convey it to any place desired, and in almost any quantity. The quantity that can be dried in a given time depends on the size of the machine, it being said that the one pictured will handle about 1,000 bus. per hour. The conveying pipe is eight inches in diameter, and grain is fed into it from the hopper or bin above by means of the spiral conveyor in the short connecting pipe. The blast of air for drying the grain, and for forcing it thru the conveying pipe, is furnished by the large fan. A furnace may be used to heat the air supplied to the fan if it is necessary to use heated air to dry the grain. It is claimed that the moisture content of corn has been reduced from 30.8% to 12.4%, and that of beans from 46.6% to 15.8% by means of this machine. It is not stated whether these results were accomplished by a single treatment, or by more than one.

In operation the grain which is fed into the conveying pipe by the spiral conveyor is met by the blast of air from the fan immediately upon its discharge by the conveyor. The air blast forces the grain into and thru the conveying pipe, and during its progress in that pipe it is subjected to the drying action of the air. The presence of the conveyor in the short connecting pipe, with the grain in the filled bin above it, will prevent the air from proceeding into the connecting pipe, thus directing its full force into the conveying pipe.

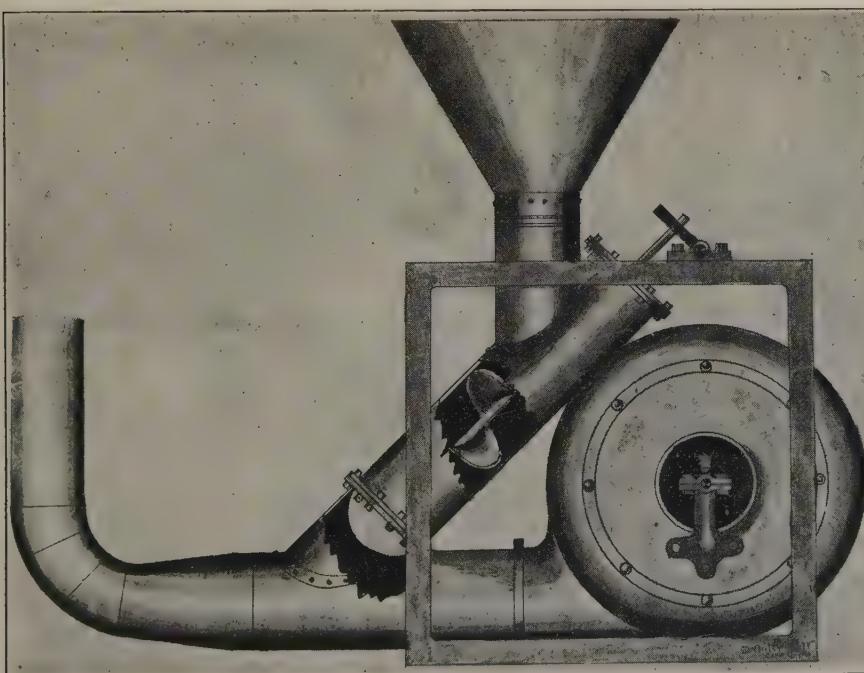
In making a study of this machine the thought will occur to those who have had experience in drying grain with the forms of driers that are in common use that the grain will hardly remain in the conveying pipe, and thus in contact with the drying air, for a period of time sufficiently long to remove any considerable

portion of its moisture in a single treatment. The truth or error of this thought could only be demonstrated by a thorough trial. No new problem will be encountered in the conveying of grain by the force of the air blast, as this has been fully considered by other makers of pneumatic conveying systems. The distance to which the grain can be conveyed will depend upon the force of the air blast, the weight and nature of the grain itself, and whether the grain be placed in a position that requires the grain to be lifted vertically during most of its course or carried horizontally.

THE AMERICAN BREWERS' REVIEW, during the closing of the breweries of the United States will appear as the Food Research, and will be issued about the middle of each month from the laboratories of the American Institute of Food Research at Chicago.

BALANCED STATISTICS again are served in the Weekly News Letter of Oct. 9, received Oct. 14, containing the figures for the Food Survey dated Sept. 1, 114,331,842 bushels of wheat. The Dept. of Agriculture uses for comparison the visible supply figures of the Chicago Board of Trade, 48,000,000, on the nearest date, when the available latest date of Oct. 7 showed 96,886,000 bus. Why waste the paper?

PRELIMINARY official figures relating to the wheat crop of Australia for the season 1917-18 show a total production in Victoria, New South Wales, South Australia, Western Australia, Queensland, Tasmania and New Zealand of 186,174,063 bus., compared with 157,503,416 bus. in 1916-17 and 123,027,118 bus. in 1915-16. The wheat pooled under the government's scheme was 162,257,000 bus. in 1916, 138,768,000 bus. in 1917 and 101,000,000 bus. to Aug. 29, 1918. Estimating the food and seed requirements of the commonwealth to be about 30,000,000 bus., it is estimated that the total amount available for export from the pool would be nearly 85,000,000. This does not include wheat available for export, but remaining outside the pool, the quantity of which would probably not be great.



Carleton Combined Grain Drier and Conveyor.

Rosenbaum Review

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Published by the

J. Rosenbaum Grain Co.

Edited by J. RALPH PICKELL

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GRAIN DEALERS JOURNAL

305 S. La Salle Street, Chicago, Ill.

Grain Carriers

IRENE, S. D., Oct. 10.—Elevators here have been filled off and on for the last two weeks for lack of cars.—Chas. Danielson, mgr. Turner Grain Co.

CONGESTION of grain and shortage of labor due to the epidemic of influenza has caused the Missouri Pacific to place an embargo against shipments of grain to Little Rock, Ark.

THE PARTIAL embargo on grain shipments into Minneapolis, Minn., has been canceled and effective at midnight Oct. 22 there went into force the same individual permit system as applied by the grain control com'ites at other terminals.

THE WESTERN FREIGHT TRAFFIC Com'ite at Chicago recently met to confer with representatives of the South Dakota, Nebraska and Illinois shippers with regard to changing the rate increase on coarse grains from an equality with wheat to say 3 cents per 100 lbs.

PEORIA, ILL.—The E. B. Conover Grain Co. on Oct. 9 filed suit in the circuit court for \$5,000 damages against the Lake Erie & Western Railroad Co., declaring that delay and damage to grain being shipped from Peoria to Baltimore was due to fault of the railroad company.

OWING to accumulation on account of the effects of the influenza epidemic, the Grand Trunk Railroad on Oct. 22 placed an embargo, effective immediately, against acceptance of all eastbound freight originating at stations on its system west of Toronto or from connecting lines in the same territory.

THE UNITED STATES district court on Oct. 8 ruled that the Iowa Railroad Commission had no power to bring suit to obtain an order of the federal court directing the Wabash Ry. Co. to grant transit privileges on grain at Council Bluffs, originating at Iowa points and destined to St. Louis.

SHIPPERS have been requested to make separate applications for permits for each kind of grain to be shipped, as in this way it will be much easier to grant permits on such grain as can be taken care of at the terminal markets and only hold up applications covering grain which may be temporarily embargoed.

NEARLY all the elevators in the Red River Valley of the Northwest are said to be filled with grain, and in some localities farm storage bins also are full. The Director General of Railroads has been asked to furnish cars for relief, as any adverse change in the weather would mean a loss of much grain.

ANNOUNCEMENT was made recently by the Railroad Administration that 33,085 cars of grain were hauled in the week ending Oct. 12, compared with 25,773 cars in the corresponding week last year. The total handled so far this year is 465,655 cars; compared with 339,092 cars during the same period a year ago.

PERMITS ISSUED by the grain control com'ites are good only for 5 days. At the end of that time, if the cars have not been furnished or loaded, the local station agent is expected to ask the grain shipper if he still needs the cars, when a new application will be put in and a new permit granted. The purpose is to avoid having outstanding a large number of unused permits, as this would deprive the com'ites of their control.

A TOTAL of 1,632 permits for grain shipments were issued by the Grain Control Com'ite in Kansas City in 5 days recently. Most of the permits were for movement of wheat, and this is the largest number that had then been granted in a similar period of time. Conditions in railroad yards and elevators are reported to be improving rapidly.

CONTRACTS for 40,000 freight cars for overseas use are said to be ready for distribution soon. This will add materially to the work of the war equipment companies, which now are endeavoring to keep up with their schedules. It is expected that in the near future some action will be taken on contracts for 100,000 cars which the Railroad Administration is contemplating ordering.

POTATOES are piled up in the fields in northwestern Nebraska, it is reported, and cars cannot be obtained for their movement. Railroad officials say the shortage of cars is not due to lack of cars, but to inability to move cars from the eastern part of the state. The Northwestern, alone, is said to have had unfilled orders in a recent week ranging from 50 to 300 cars a station in the potato producing section along its line in Nebraska. Hay shippers also are experiencing difficulty in getting cars.

THE FLEET of three steel barges, towed by the towboat Nokomis, which left St. Louis Sept. 28, arrived in good time at New Orleans, thus initiating regular Mississippi River transportation service. The fleet carried more than 2,000 tons of freight. M. J. Sanders, federal director of the waterways service, is said to have notified shippers that 3,000 tons would be the capacity for a down trip and 1,500 tons for an up trip for at least 6 months. The service will be weekly on thru Bs/L and the tolls will be 20% lower than by rail.

ORDER No. 52 of the Board of Grain Supervisors for Canada, prohibiting the shipment of wheat, barley and flax from Alberta, was cancelled in part by order No. 81 issued Oct. 9. Certain subdivisions of the Canadian Pacific, Canadian Northern, Grand Trunk, and all lines of the Edmonton, Dunvegan and British Columbia and the Alberta and Greater Waterways Railways were affected. No shipments of wheat, barley or flax may be made by any railway company outside of its remaining embargoed lines in Alberta without a permit from the Board.

AUTHORITY to have loading permits transferred from one station to another within the railroad division has been obtained for New York State hay shippers thru the efforts of Traffic Mgr. Sims of the New York State Hay & Grain Dealers Ass'n, it is reported. Heretofore a permit issued for a certain loading station was not transferable to another station, even tho the shipper might have hay to ship from a station other than that for which the permit was issued. Requests for transfer of permits should be sent by shippers by wire to D. J. Sims, Auburn, N. Y.

ALL CREDIT arrangements as to freight charges, between shipper, consignee and carrier, have been canceled and a new cash basis plan substituted by order of Director General McAdoo. The plan is as follows: Freight is delivered to regular customers on Monday and freight bill is mailed or delivered same day to shipper or consignee, being received the morning of the next day. If shipper or consignee remits with check for the amount during Tuesday so that it may be received by the carrier during the morning of

Wednesday, this is to be treated as a cash transaction.

THE ANNUAL MEETING of the National Industrial Traffic League is to be held at the Hotel Sinton, Cincinnati, O., Nov. 21 and 22. The program will include many subjects of considerable importance, and members are urged to attend. In addition, it is the intention of the officers to invite traffic representatives of organizations and individual concerns not members of the League, and members are asked to send a list of such prospective members to E. F. Lacey, ass't secy, Tacoma Building, Chicago, in order that an invitation and a copy of the program may be sent them.

A LETTER addressed by Traffic Mgr. Clarke of the Omaha Grain Exchange to the Omaha freight agents of the railroads entering that market requested that bills for all demurrage and other freight charges be presented with the freight bill. This was done upon instructions of the transportation com'ite of the Exchange, and notice was given that members will respectfully decline to pay any demurrage charges for which the shipper is responsible unless presented with the freight bill. This is designed to prevent the carriers from requesting payment of demurrage and other charges long after the car has been unloaded and account sales rendered.

RATES on grain ex-lake from Buffalo, N. Y., reaching Buffalo from or thru Lake Michigan ports, which had been published to expire with close of business Oct. 10, have been reinstated becoming effective Oct. 12 and to continue in effect until Dec. 15. The rates include charge of not exceeding 1c per bu. made by the elevators against grain for elevation and transfer from lake vessels to cars, including 5 days' storage. The rates follow: Ex-Lake Buffalo to Boston, domestic, 18c per cwt.; to New York, Philadelphia and Baltimore, domestic, 14.67c; to Boston and New York, export, 14.33c; to Philadelphia and Baltimore, export, 13.83c.

IN VIEW of the shortage of tonnage available for carrying grain, and of the necessity of giving such vessels as are available the quickest possible despatch in loading at Fort William and Port Arthur, the Board of Grain Supervisors for Canada issued Oct. 16 an order providing that no grain may be shipped from those ports by vessel or car without a permit. Permits will be granted under condition that all charges required by orders of the Board are paid and that tonnage be obtained with the approval of the Board. Permits are to be given thru the Lake Shippers' Clearance Ass'n, which will act as the agent of the Board in handling all matters in connection with the making of shipments.

NOTICE was given Oct. 12 by the Illinois Traction System of the cancellation of its notice dated July 25, and effective immediately reconsignment orders on grain will be accepted on shipments loaded in I. T. S. box cars or foreign equipment when destined beyond St. Louis-East St. Louis Switching District, with the understanding that grain in I. T. S. box cars will be transferred into foreign cars thru the company's Granite City elevator as soon as the necessary equipment can be obtained. Grain for destinations in the St. Louis-East St. Louis Switching District will be allowed to go to any elevator for delivery in the District without transfer as heretofore. Dealers are requested to pay freight charges to office of the company from whom they receive freight bills.

Supply Trade

ADVERTISING is the personality of a man or a concern expressed in type, to secure business. It is the means of getting in touch with a clientele—the prospects of a business.—*Hubbell's Individuality*.

ABERDEEN, S. D.—The Grain Treating Machine Co. has been incorporated to manufacture machines for treating grain for the removal of smut and foulness. Capital stock is \$50,000, and the incorporators are Wm. Mauck, Daniel Bereth and Jacob Krause.

ST. LOUIS, Mo.—Bulletin No. 252, recently issued by the Walter A. Zelnicker Supply Co. lists a great number of offerings of tanks of all kinds, giving detailed descriptions of each. A copy of the bulletin will be sent free to Journal readers who write the company requesting it.

UNLESS the manufacturer gives evidence to his salesmen, and to the distributors of his goods, that he, of his own accord, is doing his utmost, in a national way, to build up a market for his goods through advertising, he has no excuse in the world to ask local distributors to help advertise his goods and to help carry his end of the burden.—*Graphite*.

A SUBSTITUTE for burlap is said to have been discovered by a Massachusetts mill, which is offering the product to manufacturers engaged on government contracts for use in balling. Instead of 100% jute, the substitute is said to be made of one strand of Swedish pulp paper and two strands of jute. It is made 9 and 12 ounces in weight and 36, 40 and 48 inches wide. A government test of the 9-ounce product is reported to have shown a tensile strength of 119 lbs., as against 90 lbs. for regular 8-ounce burlap.

CHICAGO, ILL.—Plans are now being perfected for the organization of the Chicago Permanent Exposition, to occupy the recently vacated Siegel-Cooper Building, and to provide a permanent exhibition of objects of interest in the arts, sciences and manufactures. The building comprises eight stories, and is to be devoted exclusively to the purposes of the Exposition and similar activities. One floor is to be at the disposal, without cost, of responsible organizations holding conventions or expositions for the furtherance of commercial, industrial, agricultural and public welfare work.

THE Federal Trade Com'isn announced Oct. 18 the granting of increases in prices of standard newsprint paper, establishing as fair maximum prices for the period from July 1 the following: \$3.75 $\frac{1}{4}$ per 100 lbs. f.o.b. mill for roll news in carlots; \$3.87 $\frac{3}{4}$ for roll news in less than carlots; \$4.15 $\frac{1}{4}$ for sheet news in carlots; and \$4.27 $\frac{3}{4}$ for sheet news in small quantities. The new prices, it is estimated, will allow manufacturers an average profit of \$19.75 per ton, but do not include the increases asked because of higher cost for wood used for pulp. The increase was granted, it is said, because of the increased cost of labor and transportation.

MAXIMUM selling prices on new business have been fixed for burlaps in carlots or more by an agreement between the Food Administration and burlap importers and bag manufacturers. Further burlap import purchases have been prohibited, and the consent of the War Industries Board is necessary to obtain freight

space. The new carlot maximum prices, ex dock, are as follows: 40-inch "eights," \$1.36 Pacific Coast, \$.14 Atlantic and Gulf Ports; 40-inch "ten halves," \$.16 Pacific Coast, \$.165 Atlantic and Gulf Ports. For burlap bags in any quantity and any delivery, f.o.b., bag factory basis, maximum prices are placed at \$.136 and \$.16 Pacific Coast; \$.14 and \$.165 elsewhere, plus the cost of manufacture, plus a 5% margin. These maximum prices became effective Oct. 15.

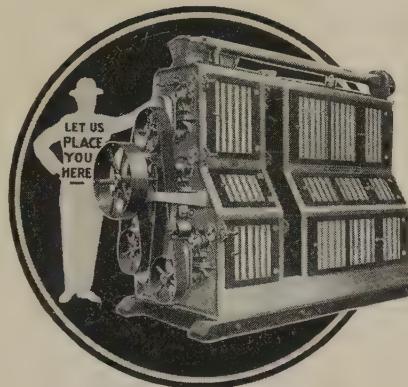
Eleven Years' Paint Service.

At Tongue Point Lighthouse Depot, located at Tongue Point, 3 miles from Astoria, Ore., the United States Lighthouse Service has two buildings which are 50 feet wide by 100 feet long, with regular gable roofs. The roofs of these buildings were painted eleven years ago with Dixon's Silica-Graphite and from pres-

ent indications will not require repainting for three or four years to come.

The paint is subject to the action of salt air, sea air, and other severe conditions, and the long service it has given has convinced those in the Dept' interested in painting that there is only one paint, and that the paint which has given such excellent results on these buildings. This paint is doing its bit for the nation when it gives eleven years' service, and those who repaint exposed metal or wood surfaces can do their bit by using the same paint. It is claimed for it that it will cost the least per year of service for labor and material because it lasts longer and endures severe weather.

ARGENTINA has available for export 2,000,000 tons of wheat from the last crop and 1,500,000 tons of other cereals, in addition to the 2,500,000 tons bought by the allies.



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Supreme Court Decisions

Delivery by Carrier.—A provision in a B/L that property when received from or delivered on private sidings shall be at the owner's risk while on such sidings is reasonable and valid.—*Chas. Bianchi & Sons v. N. M. & W. R. R. Co.* Supreme Court of Vermont. 104 Atl. 144.

Cropping Contract.—Where accused had contract with owner of land to make a crop on shares, the whole crop belonged to the owner until a settlement was made, and taking and disposing of the property by accused was larceny.—*State v. Sanders*. Supreme Court of South Carolina. 96 S. E. 622.

Place of Delivery.—Where contract of sale of cotton by farmer to cotton buyers mentioned no place for delivery of the cotton, but specified it was to be delivered f. o. b. cars, the inference was that it was deliverable at the nearest railroad shipping point.—*W. C. Biggers & Co. v. Hamner*. Court of Civil Appeals of Texas. 204 S. W. 493.

Claim for Misrouting.—Where shipper designated a route at a certain thru rate, but the goods were deflected at a certain point over another route, thereby increasing the charges, the remedy of the shipper is not against the carrier to which the goods were deflected.—*Oden-Elliott Lumber Co. v. L. & N. R. Co.* Supreme Court of Alabama. 79 South. 139.

Inconsistent Clauses in Contract.—In the construction of a contract, a clause written upon its face inconsistent with one printed upon the back will generally be accepted as expressing the intention of the parties, rather than the inconsistent clause printed upon the back.—*Cadick Milling Co. v. Moultrie Grocery Co.* Court of Appeals of Georgia. 96 S. E. 583.

Carrier Bound by Oral Shipping Contract.—Where railroad orally contracted with consignee for expedited shipment of chestnuts for Christmas market at destination, it could not later issue B/L, containing terms different from contract already made, without consent or knowledge of consignee.—*John Vitucci Co. v. Canadian Pacific Ry. Co.* Supreme Court of Washington. 174 Pac. 981.

Transfer of Title.—Where a third person contracted to sell wheat to defendant, and while he was delivering it, it was attached by the sheriff, since it was competent for him, under L. O. L. § 304, to deliver the property to the sheriff, when the sheriff then delivered it to the defendant as his own bailee and received warehouse receipts from defendant, defendant could not say that the delivery amounted to performance of the executory contract.—*Davidhizar v. Elgin Forwarding Co.* Supreme Court of Oregon. 173 Pac. 893.

Effect of Price Advance by Fuel Administrator.—Under contract for sale of coal, a clause of which read, "Not binding until accepted by us; all sales subject to causes beyond our control," and "All quotations for immediate consideration, subject to advance by the Fuel Administrator," where defendants accepted the order, but did not immediately make it effective at the mines, and pending the delay the Fuel Administrator advanced price, defendants could not charge plaintiff the amount of the advance.—*Carlisle v. Lovell*. Supreme Court of New York. 171 B. N. Y. Supp. 996.

Workmen's Compensation Law Not Applicable to Maritime Contracts.—The claim of a carpenter against his employer, engaged in making alterations on a ship in navigable waters to fit it for a cargo of grain, is within the jurisdiction of admiralty to the exclusion of the State Industrial Commission, in view of Const. U.

S. art 3, § 2, extending the judicial power of the United States to all cases of admiralty and maritime jurisdiction, and Judiciary Act Sept. 24, 1789, c. 20, § 9, 1 Stat. 76, continued in Judicial Code (Act Cong. March 3, 1911, c. 231, 36 Stat. 1091, 1160 [Comp. St. 1916, §§ 991, 1233]) §§ 24 and 256, by which the District Courts of the United States are given exclusive original cognizance of all civil causes of admiralty and maritime jurisdiction.—*Doey v. Clarence P. Howland Co.* Court of Appeals of New York. 120 N. E. 53.

Carrier's Liability.—Under B/L relieving, from liability for loss "by accidents or delays from unavoidable causes," unusual and unexpected congestion at place of destination due to teamsters at destination accustomed to handle shipments being occupied removing freight already there, held not to exonerate initial carrier from liability for shipment destroyed by fire while side-tracked nine miles from destination upon tracks of connecting carrier. Under Carmack Amendment (U. S. Comp. St. 1916, §§ 8604a, 8604aa), liability of initial carrier for goods consumed by fire while side-tracked along line of connecting carrier before reaching destination is not limited to loss caused by some affirmative act of connecting carrier.—*Yazoo & M. V. R. Co. v. Craig*. Supreme Court of Mississippi. 79 South. 102.

Evading Settlement by Stopping Payment of Draft.

Growing out of several business transactions the Cowpen's Grocery Co., of Spartanburg, S. C., became indebted to the Howe Grain & Mercantile Co., of Howe, Tex., and in order to enforce payment of its claim the latter attached a carload of oats which had been shipped into South Carolina by the defendants, N. W. Wilkins and W. B. Potter, partners in the grocery company. After suit was brought and pending the defendants agreed to pay \$112.50 in settlement if the Howe Grain & Mercantile Co. would drop the suit and release the car.

Defendants did deposit \$112.50 in the Farmers National Bank of Howe and notified plaintiffs that it was subject to their draft; but after the car had been released, the defendants next day instituted garnishment proceedings and prevented the bank from paying the amount. Chief Justice Gary of the Supreme Court of South Carolina in granting the Howe Grain & Mercantile Co. a reinstatement of its suit, said:

The question is whether the conduct of the defendant, in preventing the payment of said sum to the plaintiffs, was a breach of contract for which it was liable in damages. The defendant did not comply with all the conditions imposed upon it, when it deposited the money in the Texas bank. The law imposed upon it the additional obligation of acting in good faith, and it failed to comply with this duty when it undertook to use such methods as would enable it to evade performance of its contract, by preventing the money from being paid to the plaintiffs. The provision in the agreement, that the money should be deposited in the Texas bank for the benefit of the plaintiffs, was merely inserted as a convenient method of sending it; but the intention of the parties was that it should be paid to the plaintiffs. This court will not give its sanction to the conduct of the defendant, and allow it to prevent the actual payment to the plaintiffs, which justice, equity and good faith required it to make; otherwise, the defendant would be allowed to take advantage of its own wrong.

Furthermore, the only reasonable inference from the defendant's answer is that the proceedings instituted by the defendant in the Texas court were to recover an amount alleged to be due by the plaintiff, which was included in the compromise, and therefore could not be made the basis of another action. It thus clearly appears that there was evidence at least tending to sustain the allegations of damages arising ex contractu. Therefore there was error in granting the nonsuit.—96 S. E. Rep. 678.

Feedstuffs

MINNEAPOLIS, MINN.—Receipts of feedstuffs at this market during September were 3,412 tons, compared with 3,635 tons in September, 1917, while shipments were 74,021 tons, compared with 65,337 tons in September, 1917.

NEW YORK, N. Y., Oct. 12.—Receipts of feedstuffs at this market during September were 446 tons, compared with 1,321 tons in September, 1917. Shipments during the month were 128 tons, compared with 142 tons in September, 1917.

FOR VIOLATING the Food Administration's regulation forbidding a dealer to pay more for cottonseed in one district than in another, the New Gin Co., of Greenville, Tex., has been asked to make a contribution of \$400 to the Texas branch of the Council of National Defense, in lieu of a more drastic penalty. The company is said to have pleaded ignorance of the rule.

THE CASE of the Ohio Millers State Ass'n to test the feedingstuffs law was decided against the Ass'n in common pleas court, and Sec'y Tanner has asked the members to indicate whether it is their desire that it be appealed to the circuit court. To do this it is said that it will be necessary to raise additional funds and further subscriptions equal to the amount originally subscribed have been asked for.

THE CASE against the Refuge Cotton Oil Co., of Mississippi, a subsidiary of the Southern Cotton Oil Co., has been reported compromised by the attorney general of Mississippi. The company pays the state a fine of \$27,500 and one-third of the court costs of the case. The original suit was one of several brought by the attorney-general alleging that the cottonseed oil mills of the country were in a trust combination to restrain and keep down the price of cotton seed.

A SHORTAGE of screenings for feed is said to exist in Western Canada, causing many stockmen to throw their livestock on the market at low prices, and complaint has been made against the refusal of the Canada Food Board to issue permits for the exportation of screenings from Canada to New Foundland, while still permitting the Fort William elevators to export to the United States. It is claimed that the elevators control 95% of Canadian screenings.

THERE IS NO LONGER room to question that a serious mistake of judgment was made in fixing so low a price for wheat millfeeds. Every section of the country is loud in its complaint of feed shortage, and the future gives no promise whatever of relief from a complex and trying situation. The low price has wholly defeated its purpose, and instead of making millfeeds cheap for dairy and other proper uses, has simply made them unobtainable.—*Northwestern Miller*.

THE ATTENTION of the bureau has been called to the fact that it is the practice of certain shippers of feedstuffs, especially cottonseed meal, to ship these products in sacks of uniform size without marking the packages to show the net weight of the contents. Cottonseed meal and other feeds in sacks of uniform size are regarded as food in package form within the meaning of section 8 of the Food and Drugs Act, paragraph 3, in the case of food, and should bear a plain and con-

spicuous statement of the net weight of the contents. This statement may be made by means of a stencil on the sack or by the use of a tag, if firmly affixed, provided in either case that the statement is plain and conspicuous.—Buro of Chemistry.

THE BURO is of the opinion that "peanut oil cake," sometimes designated "peanut cake," is the residue after the extraction of part of the oil by pressure or solvent from peanut kernels. "Peanut oil meal," sometimes designated "peanut meal," is the ground residue after the extraction of part of the oil from peanut kernels. "Unhulled peanut oil feed" or "peanut meal and hulls" is the ground residue obtained after extraction of part of the oil from unshelled peanuts. The foregoing are substantially the definitions tentatively adopted for these products by the Association of Feed Control Officials of the United States at its annual meeting in 1916, and finally adopted by the Ass'n at the annual meeting in 1917.—Buro of Chemistry.

JAPAN'S official forecast predicts a decrease in the yield of barley, rye and wheat. The official announcement says that constant rain delayed the sowing season, and the cold interfered with the growth of seedlings. Careful application of fertilizers led to an improvement in the spring, but rain again interfered with the growth of the plants during the flowering season. As a result it is expected the yield this year will show a decrease on the actual yield of last year and on the normal crop. This year's crops will be 39,930,000 bus. barley, 39,178,000 bus. rye and 30,607,000 bus. wheat, decreases respectively of 7,009,280, 2,785,280 and 4,131,000 bus. from 1917.

Hominy and Corn Feed Defined.

In Service and Regulatory Announcements No. 23 the Buro of Chemistry of the U. S. Dept. of Agriculture, on Oct. 9, gave the following opinion concerning the use of the terms "hominy feed," "hominy meal," or "hominy chop," and "corn feed meal," and the various constituents which may legitimately be present in these products:

"Hominy feed," "hominy meal," or "hominy chop" is a kiln-dried mixture of the mill run bran coating, the mill run germ (with or without a partial extraction of the oil), and a part of the starchy portion of the white corn kernel, obtained in the manufacture of hominy, hominy grits, and corn meal by the degenerating process.

"Yellow hominy feed," "yellow hominy meal," or "yellow hominy chop" is a kiln-dried mixture of the mill run bran coating, the mill run germ (with or without a partial extraction of the oil), and a part of the starchy portion of the yellow corn kernel, obtained in the manufacture of yellow hominy grits and yellow corn meal by the degenerating process.

The terms "hominy meal," "hominy feed," or "hominy chop," standing alone and unqualified, refer only to the article made from white corn.

Screenings, obtained by cleaning corn which is to be used in preparing hominy, grits, or corn meal, are not a legitimate ingredient of hominy feed, hominy meal, or hominy chop, and a mixture of hominy feed, as defined above, with the screenings obtained by cleaning the corn should be designated "hominy feed" ("hominy meal" or "hominy chop") and screenings, or by some other designation which will indicate that screenings have been added to the "hominy feed."

All the germ obtained at the end of the corn-milling process, or all this germ after the oil has been extracted is a part of the hominy feed, and if any of the germ is removed the product can not properly be designated as hominy feed, but should be designated as "hominy feed with a part of the germ removed," or by similar labeling which would correctly indicate the true nature of the feed.

"Corn feed meal" is the by-product obtained in the manufacture of cracked corn, with or without the aspiration products added to the siftings, and is also the by-product obtained in the manufacture of table meal from the whole grain by the nondegerminating process.

DAVIDSON & SMITH, well known in the Canadian grain trade, have purchased one of the brightest newspapers of western Canada, the "Winnipeg Telegram."

CANADIAN barley traders are at a loss to know why farmers, in view of the world barley situation, are not selling their barley more freely. Over 1,500,000 bus. of barley have been received at the terminals at the head of the Great Lakes, and none has gone out for export or domestic use in Eastern Canada. The price of barley on the Winnipeg market is 10c to 20c higher than in most American markets, and supplies of the Allies are being taken from New York at the cheaper prices.

HAULING GRAIN and other commodities by wagon and motor truck in the present year is analyzed in the Monthly Crop Report of the U. S. Dep't of Agriculture for October. For the United States as a whole the average wagon load of wheat was 56 bus., while the average motor truck load was 84 bus. The average load of corn on the ear averaged in 1918, also in 1906, 39 bus. to the wagon load, while the motor truck load of 1918 averaged 58 bus. According to an inquiry in 1915 wheat averaged about 54 bus. and corn 40 bus. to the wagon load. The length of haul asked in the 1915 inquiry was not the distance from farm to shipping point, but from farm to market, and equaled 6.5 miles, or about 3.2 miles less than the haul to shipping point in 1906 and 2.5 miles less than the haul to shipping point in 1918.

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Shortage of skilled labor, and restrictions in the use of steel suggest early purchases

Patents Granted

1,279,165. **Drier.** Frederick G. Sargent, assignor to C. G. Sargent's Sons Corporation, Graniteville, Mass. A drier casing has a plurality of reciprocating conveyors therein, one over another, with means at the side of the casing for supporting the conveyors, and vertical partitions extend upwardly at the sides of the conveyors for the stock and form a by-pass for air, spaces being provided both under and over the partitions.

1,279,308. **Grain Hulling System.** Frank Emenegger and Joel H. Westfall, Petaluma, Cal. A grain hulling machine includes an aspirator having a casing, an inclined perforated feed spout extending thru the aspirator, a similarly inclined vibrating screen beneath the spout, a similarly inclined outlet tray for groats arranged beneath the screen, and an air draft device communicating with the interior of the casing above the spout adapted for exhausting hulls from the casing.

1,279,021. **Automatic Weighing Machine.** Charles D. Scott, Topeka, Kan. Combined with a scale for weighing materials is a support for the scale spaced apart from the bin, a hopper adapted to discharge into the scale, an elevator supported on the bin independently of the scale and scale support, and automatic mechanism for controlling and operating the elevator and the shutters supported on the elevator, the spacing apart being so arranged that the vibrations caused by the operation of the mechanisms are not transmitted to the scale.

1,278,426. **Conveying System.** Morris U. Bernheim, assignor to The Alvey-Ferguson Co., Oakley, Cincinnati, O. An inclined frame having an endless traveling package conveying means, supports for the inclined frame arranged under the upper end thereof, a transverse shaft supported by the supports, a slide supporting frame, mounted on the shaft and pivotally adjustable thereon, the slide supporting frame having ears which engage the shaft, and a slide pivotally mounted to turn on a vertical axis on the slide supporting frame.

1,278,481. **Automatic Weighing Machine.** Arnold Larsen, assignor to the United States Vending Machine Co., Cleveland, O.

With a load carrying member are combined a scale beam operatively connected thereto, a weight movable along the scale beam, the weight being biased to a neutral position by counterweights, means for moving the weight to a balanced position on the scale against the pull of the counterweights, means for retaining the weight and counterweights in the adjusted position and means controlled by the load carrying member for releasing the retaining means.

1,278,577. **Conveying Mechanism.** Morris U. Bernheim, assignor to The Alvey-Ferguson Co., Oakley, Cincinnati, O. A conveying apparatus comprising a plurality of portable sections having longitudinal driving shafts, a universal connection between confronting ends of the shafts, thru which one shaft derives motion from the next, endless traveling aprons forming the beds of the respective sections, and a driving connection between the end only of each apron and the driving shaft associated therewith, the other ends of the aprons being adjustable with relation to the driving shafts to take up slack without effecting the connection of the aprons with the shafts or of the shafts with each other.

1,278,951. **Seed Separating Device.** John Z. Lewis, Ingraham, Ill. Combined with an inclined support are parallel side walls disposed below the support, each wall having one end cut to form an angularity butt end edge, hangers are pivotally connected to the support and to the side walls to suspend the walls below the support, a bottom is attached to the lower edges of the walls and extends full length thereof and has an extending portion forming a rear end wall engaged with the ends of the side walls to form a covering above one end of the space between the side walls, a chute projecting from the opposite end of the bottom, and sifting means arranged between the side walls and spaced above the bottom.

1,278,227. **Automatic Weigher.** John J. Beatty, Lake City, Minn. Two receptacles are adapted to reciprocate vertically in alternate opposite positions, the receptacle at its highest point receiving the material to be weighed, and the receptacle at its lowest point discharging the material previously supplied thereto in a predetermined amount. A trip is pivoted medially between the receptacles, elements project from the receptacles are adapted to engage the trip and sustain the receptacles in elevated position until they attain a given weight and descend and reverse the position of the trip, and a spring coacts with the trip to hold it in operative position.

tion to sustain the elevated receptacle until the weight of it overcomes the resistance to the spring.

1,279,067. **Apparatus for Grading, Separating, Cleaning and Clipping Grain.** John W. Wright, Battleford, Sask., Canada, assignor of one-half to Murray Livingstone M. Skelton, Battleford, Sask., Canada. A supporting structure has first and second vertical air chambers upon its ends, a third air chamber of greater cubic area than the first and second extends across the supporting frame above the vertical air chambers, pipes communicate with the third air chamber and with the upper ends of the vertical air chambers, grain sorting means are arranged to deliver grain to the first vertical air chamber, grain cleaning means to deliver grain to the second vertical air chamber, an air suction fan communicates with the third air chamber whereby the grain delivered to the vertical air chambers will be subjected to an upward blast. Conveyor means positioned beneath the grain cleaning means, a delivery trough, and conveying means near the delivering trough are provided.

Canadian Grain Charges.

Under a recent order of the Board of Grain Supervisors for Canada, effective Oct. 9, the charge upon wheat exported by exporters, and upon that ground by or purchased by mills in Canada and by other purchasers between Sept. 1, 1918, and Aug. 31, 1919, a charge of 3c per bu. is to be collected.

The maximum fobbing charge on wheat shipped out of elevators, licensed as private, hospital or mixing elevators, shall be 3c per bu. Shippers of wheat may not charge in excess of the following commissions on shipments of western Canadian wheat to Eastern millers: 3c per bu. on cargoes and 1c per bu. on carloads.

Definite regulations as to the method of collection from mills of the amount ordered to be paid to the Board were promulgated. Mills are required to report semi-monthly, and the charge must be paid on all wheat wherever grown in Canada and which is ground into flour or other products.

THE RISING COST OF A LETTER

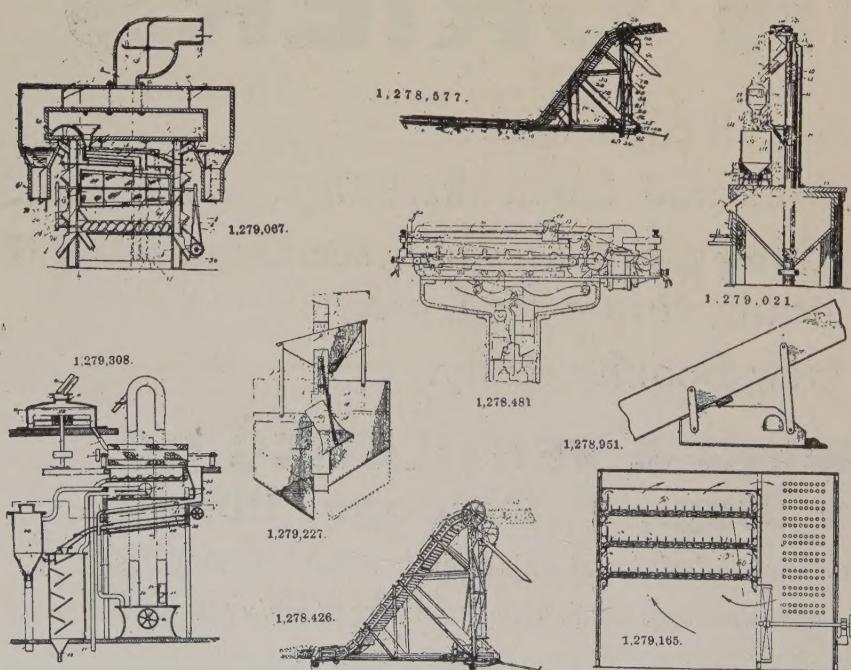
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Here is a conservative list of letter cost per hundred. (This schedule omits cost of dictator's time, the largest item of all.)

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Stenographic Wages, assuming 50 letters per day, \$15 per week	\$5.40	\$5.40
Office overhead.....	5.40	5.40
Postage	3.00	3.00
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The GRAIN DEALERS JOURNAL.

Insurance Notes.

OWNERS of elevators in Marion County, Ind., are to receive orders to clean up, place proper fire fighting equipment and otherwise prepare buildings against fire, according to an announcement made recently by the local food administrator. Employees of each elevator are to have a fire drill as often as possible.

GRAIN DEALERS who experience any difficulty in obtaining metal barrels in which to store calcium-chloride solution for fire extinguishing purposes should communicate immediately with the Food Administration at Washington, and the War Industries Board, so as to increase quickly the protection for their plants and contents against fire.

MANY ELEVATORS throughout the Northwest which are loaded to the roof are giving evidences of weak foundations as they are settling badly and insurance inspectors report much shafting out of alignment. Loose drive chains are reported frequently. Unless operators are vigilant and keep their shafts running true, hot boxes and fires are sure to be numerous.

MANY PERSONS are investigating the possibility of using fuel oil or kerosene for heating because of the difficulty in obtaining hard coal and their unwillingness to use soft coal because of the dirt and soot. This also will introduce serious fire hazards, because of the storage of oil on the premises, and the danger of feed pipes bursting and starting fires. No such appliance should be considered without ascertaining whether it complies with the underwriters' requirements.

FIRE PREVENTION DAY is to be celebrated in Chicago on Nov. 2. The committee having the matter in charge finds its plans somewhat upset by the order closing moving picture theaters and forbidding public gatherings, but is endeavoring to obtain as much publicity as possible in other ways. A week's fire prevention campaign in moving picture theaters was to have been carried on by Four Minute Men, and a big mass meeting had been planned for the evening of fire prevention day.

THE MAN who cannot fight or farm can render a patriotic service in this time of need by helping to conserve the nation's resources. One of its greatest drains has been its preventable fire waste. If property owners would clean up their premises, remove the rubbish, be careful about matches and smoking, inspect their flues and heating appliances, and do the ordinary, common-sense things necessary to reduce the fire waste, they would perform a patriotic service, would protect life and property, and would pave the way for lower insurance rates.

THE DANGER of spontaneous combustion in the storage of soft coal is a serious fire hazard, and unusual care should be exercised by the owners of property where it is necessary to store soft coal. Where large quantities of soft coal are

stored in the open it should be in separate piles, so that a fire starting will not spread thru the entire supply. Mine run, slack or screenings are not suited for storage in a basement. If coal must be

wet down, wet only the portion that is to be used immediately. Pieces of waste, oily rags, sticks, paper and other rubbish should not be mixed or allowed to come in contact with the coal.

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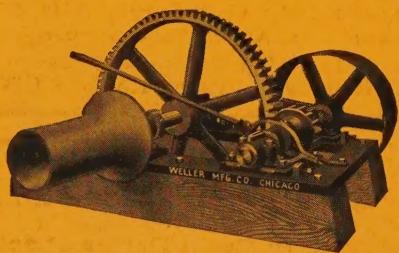
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